

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Harry Chalk
FROM:	Highways, WSCC
DATE:	20/02/2026
LOCATION:	Fairhaven, Nyetimber Lane, Pagham, PO21 3JT
SUBJECT:	P/6/26/PL Construction of 3 No detached chalet bungalows together with alterations to existing dwelling with the provision of modified access, parking & landscaping. This application is in CIL Zone 4 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice

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

Summary

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for the proposed construction of three detached dwellings with alterations to existing dwelling and modified vehicle access. The proposals are supported by a Transport Technical Note prepared by Bright Plan. Following a review of the submitted application documents, the LHA raise no highway safety or capacity concerns.

Access and Visibility

The site is located on Nyetimber Lane, a B-classified road subject to a speed restriction of 30 mph. The existing vehicle access point is to be widened to 4.8m, to allow two cars to pass one another when using this access point. Such widening works will be subject to a licence obtained from WSCC, and constructed to a specification agreed with a WSCC Highway Area Engineer.

Visibility splays of 2.4m x 43m have been demonstrated in both directions in accordance with Manual for Streets (MfS) parameters for a 30-mph speed restriction. Sufficient pedestrian visibility has also been demonstrated for the vehicle access point. Swept path tracking for a number of vehicle types have been provided, demonstrating that access and egress from the site can be achieved safely.

Capacity

Trip generation data ascertained from the TRICS Database has been included in the submitted Transport Technical Note. The data suggests that the combined trips for the existing and proposed dwellings would be 18 two-way movements per day, with two trips in both AM and PM peaks. The LHA are satisfied that these movements can be accommodated into the local highway network without adverse impact.

Parking and Turning

Ten car parking spaces are proposed for this development, comprising a mix of parking bays and carports. The demonstrated car parking provision would be in accordance with Arun Parking Standards for a development of this size.

From inspection of the plans, the proposed car parking bays and carports appear suitably sized and laid out. Swept path tracking of on-site turning has been demonstrated to the satisfaction of the LHA.

Sustainability

The site is situated in a location the LHA would consider sustainable, being within walking/cycle distance of local services, amenities and public transport links. Cycling is a viable option in the local area, and provision for the secure storage of bicycles is proposed for the proposed dwellings.

Conclusion

In summary, 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:

Conditions

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/>

Kyran Schneider
West Sussex County Council – Planning Services

From: Nicola Spencer on behalf of Planning.Responses
Sent: 23 February 2026 15:01
To: Planning Scanning
Subject: FW: Response To Application Number P/6/26/PL at Fairhaven Nyetimber Lane Pagham PO21 3JT
Attachments: Response_P-6-26-1.pdf

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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

From: [REDACTED]
Sent: 20 February 2026 14:22
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: Response To Application Number P/6/26/PL at Fairhaven Nyetimber Lane Pagham PO21 3JT

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

Regards

Kyran Schneider

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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