

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr. S. Davis
FROM:	WSCC – Highway Authority
DATE:	22 June 2026
LOCATION:	Tesco Superstore Shripney Road Bognor Regis PO22 9ND
SUBJECT:	BR/24/26/PL Installation of single storey raised car park deck together with site alterations, car park reconfiguration, new access into car park, drainage alterations, creation of new drainage outfall, landscaping and other associated works. Additional transport technical note received. an amendment to the above application dated 1st June 2026 relating to revised FRA and new Highways Technical Note
DATE OF SITE VISIT:	9 March 2026
RECOMMENDATION:	Advice

This is the **third** WSCC Highways response to the above planning application proposing installation of single storey raised car park deck together with site alterations, car park reconfiguration, new access into car park, drainage alterations, creation of new drainage outfall, landscaping and other associated works.

Comments below should be read alongside previous WSCC highways responses dated 16 March and 23 April 2026.

Comments below specifically respond to Technical Note prepared by Transport Planning Associates (TPA), reference 2501-044/TN/03 – May 2026.

Response.

In its previous response dated 23 April 2026, the Highway Authority requested that the following additional information be provided (original WSCC Highways comments from response dated 16 March 2026 in black text, with **green** text WSCC Highways comments from response dated 23 April 2026. Latest developer and WSCC comments in **blue** text beneath):

1. Internal access road and access proposals - The existing internal access road and accesses off it are such that it would allow a fairly long run-in to the car park which, in turn, would mean that traffic entering and leaving the site would be unlikely to obstruct the public highway (A29) and other access points where general activity and traffic movements are commonplace (petrol station, loading

bays and bus stop area excepted). Should planning permission be granted, one of the access points to the new decked car park would be located very close to the public highway, thereby possibly causing backing up and blocking to the public highway and also to other traffic still using the existing access road in and out of the site at busy times, particularly if users decided to emerge from the car park to the access road and block it while waiting for the nearby traffic signals on the A29 to turn to green to let traffic out of the site. As such, traffic data, including queueing data for traffic entering and leaving the site in peak periods and other peak activity periods – e.g. Easter and Christmas – should be provided to demonstrate that no such issues would arise. Also see point 2 below as it is related.

While the temporary arrangements mentioned above are noted (as well as promise of a traffic management plan to be secured by planning condition), the applicant hasn't provided the requested traffic data to support use of the car park when flooding occurs. The Highway Authority specifically needs to know whether the parking available during such times (including peak periods) would be adequate to cater for demand without leading to queuing back to the A29 nor congestion within the site. Therefore, traffic flow data showing what levels of traffic would be expected for a selection of days – including peak periods - and a parking accumulation plan, should be provided. Additionally, a plan showing what parking would be available when flooding occurs – i.e. is it just the new decked car parking area or is some other existing car parking area still available to use?

The applicant has said that the quantum of parking that would be available during a flood event would not be capable of accommodating all demand. They have also said that no further survey information is required in order to prove this as the survey data previously provided shows that to be the case and that the store has confirmed that trading levels have not changed materially since the survey was completed.

The applicant also says that this is no different from the existing situation. They continue by saying that at present, the store remains open during flood events regardless of how many parking bays within the store car park are flooded/available and that the store only closes when the service yard floods, meaning no stock can be delivered. They also say that the proposed decked car park area will provide a net benefit to operation of the highway and to highway safety, ensuring that at least 191 parking spaces are always available, whereas the existing situation is that the store can remain open with any number of spaces, or even none.

The applicant continues by saying that the application also provides the benefit of offering a management plan that will be agreed with WSCC and will be subject to ongoing monitoring/improvement, whereas the extent and type of traffic management currently in place during flood events is currently dictated purely by Tesco.

The applicant concludes by saying that the impact of this development proposal is that more parking will be available during flood events and that management arrangements will be enhanced and the details of those arrangements will be subject to the Council's approval. As such, they consider that the proposals cannot therefore be considered to result in a severe impact upon traffic or an unacceptable impact upon safety, as they provide a net improvement over the existing situation – more parking during floods and greater control over traffic/access management.

The Highway Authority's position on this is that the development will have an impact on traffic flow in the locality. Therefore, if planning permission is granted, very careful and precise management of the new parking area (and access to it) must be secured as part of any permission.

The evidence provided by the applicant in the first Transport Statement (TS) is based on one week's-worth of survey information that reveals that during a two-hour lunchtime period, that demand for parking would surpass that being offered as part of these development proposals. Clearly the prime interest of the applicant is to continue trading during times when flooding occurs across their existing car park, which is why they conclude that having some parking would be better than the existing/previous situations when car parking has been limited by flooding, or not available at all. However, the prime concern of the Highway Authority is to ensure the continued and safe operation of the adjacent highway network – in this case the important and often busy A29. The applicant also has a responsibility for this, too, as a result of activities undertaken on their site. As such, any management plan secured as part of any the development must include the following (list should not be considered exhaustive, with final details to be included in a standalone document produced post-planning consent and prior to the new facility coming into use):

- Clear and organised plan for traffic management and parking while the new car park and new access is in use during times of flooding including firm description setting out when the new access to the parking area on the south-eastern side of the site (adjacent to the internal access road) will and won't be used (the Highway Authority recommends that it is only used when it proves to be the only access to the new decked car park due to flooding and closed at all other times for safety and to prevent congestion that might impact on the adjacent A29).
- Inclusion of a plan that incorporates pro-active social media setting out to customers, operatives, suppliers and visitors when parking is likely to be most available/shop not as busy, as well as clear instructions about how to use the new facility.
- A plan showing ability (and commitment) to turn vehicles away if parking is not available.
- Details of staff that will be employed to implement and manage the Management Plan.

The Highway Authority recommends that any Management Plan be secured by Section 106 Agreement.

2. Traffic management following installation of car park (temporary and permanent) – Given that access to the petrol station and rest of the car park would still remain, what traffic management is proposed on the access road and at accesses onto it – both permanent and temporary for the site - given the revised access proposals.

The above comments are noted. However, please see WSCC Highway comments in point 1 above as these might have a bearing on how any traffic management plan for the site operates.

Please see comments in blue in point 1 above.

3. Bus access – The existing bus waiting area is shown removed from the site and replaced with temporary 'dot-com' collection and delivery bays. This would be a retrograde step for those users wishing to get to the site by public transport.

Therefore, the Highway Authority recommends that it remains and another location found for the temporary 'dot-com' delivery vehicles.

Given that the above changes have already taken place (as part of a previous planning application), the Highway Authority recommends that a bus shelter with seating and real time passenger information be provided at the applicant's expense for the north-bound bus stop adjacent to the A29 Shripney Road, to encourage use by bus.

The applicant states that WSCC's requested upgrade to an off-site bus stop was provided with no reasoning or justification put forward.

As previously advised by the applicant, a planning application was approved by Arun District Council on 18 March 2026 for the removal of the disused bus stop and external alterations to facilitate a temporary parking/loading area for Dot.com/Click & Collect vehicles. The applicant says that the current application does not, therefore, result in the removal of an active bus stop. The Highway Authority acknowledges this.

The recommendation was made by the Highway Authority to enhance the existing bus waiting facilities which could encourage more customers to use local bus services instead of driving to the site by car, with the added knock-on effect of assisting with the acknowledged shortfall in parking on the site during flooding events.

The applicant is correct in saying that any works required by planning Condition or obligation must meet the relevant tests set out by the Government in planning policy guidance. The tests are that conditions must be:

- necessary;
- relevant to planning;
- relevant to the development to be permitted;
- enforceable;
- precise; and
- reasonable in all other respects.

The applicant continues by saying that the request for bus stop improvements in connection with a planning application that will have no detrimental impact on the highway or its users compared with the existing situation is not considered to meet these tests, in particular the works are not considered to be necessary or relevant to the development proposals, as the proposals will not result in a need for improved public transport facilities.

The Highway Authority disagrees in-part with this statement. While the works may not be necessary to allow the development to move forward, the Highway Authority considers that they are relevant to planning; relevant to the development to be permitted and reasonable.

However, as they don't meet all the tests, the Highway Authority will not insist they are secured on this occasion.

Conclusion.

Should the LPA be minded to approve the planning application, the Highway Authority recommends that any consent must include the following:

S106 Agreement to secure:-

- A detailed Traffic Management Plan for the development proposals (to be agreed prior to the new car parking area coming into use)

And,

The following highway-related Conditions:-

1. Access

No part of the development shall be first occupied until such time as the vehicular accesses serving it have been constructed in accordance with the details shown on the approved drawing.

Reason: In the interests of road safety.

2. Car parking spaces

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.

3. EVC Parking Spaces

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

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with national sustainable transport policies.

4. Turning space

No part of the development shall be first occupied until the vehicle turning space has been constructed within the site in accordance with the approved site plan (for both the car parking and the dot-com delivery and loading locations). These spaces shall thereafter be retained at all times for their designated use.

Reason: In the interests of road safety.

5. 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),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Tim Townsend
West Sussex County Council – Planning Services

[REDACTED]

From: Elaine Walby on behalf of Planning.Responses
Sent: 22 June 2026 11:06
To: Planning Scanning
Subject: FW: Response To Application Number BR/24/26/PL at Tesco Superstore Shripney Road Bognor Regis PO22 9ND
Attachments: Response_BR-24-26-5.pdf

PL- Consultation- WSCC Highways response

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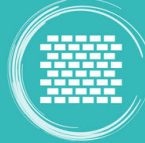
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From: [REDACTED]
Sent: 22 June 2026 09:50
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Cc: [REDACTED]
Subject: Response To Application Number BR/24/26/PL at Tesco Superstore Shripney Road Bognor Regis PO22 9ND

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Regards

Tim Townsend

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