

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Harry Chalk
FROM:	WSCC – Highways Authority
DATE:	20 July 2026
LOCATION:	Baird Business Park Grevatt's Lane Littlehampton BN17 5RE
SUBJECT:	CM/19/26/PL Erection of replacement commercial building, parking and other associated infrastructure, including new attenuation pond. This application is in CIL Zone 5 (Zero Rated) as other development.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for replacement commercial building and associated works. The application is supported by various technical plans and documents including a Transport Statement (TS).

It is noted that para. 5.11 refers to Two Mile Ash Road which is presumed to be an error. Whilst tracking for servicing (fire tender etc) has not been provided, as an articulated vehicle can manoeuvre the site it is considered servicing vehicles would also be able to do so.

Access Arrangements

Site is accessed off A259 Grevatts Lane via existing established wide bellmouth with kerbed radii with no changes proposed to this. The access serves the wider industrial estate. A259 is subject to national speed limit in this location changing to 40mph approx. 90m east of site access. Visibility splays at existing access to Grevatts Lane have been checked using extent of highway boundary mapping and due to the extent of verge here is considered to exceed the 2.4m x 215m required for 60mph speeds (Design Manual Roads & Bridges).

Forward visibility along the existing internal access road is also considered suitable for anticipated speeds and swept path tracking demonstrates that an articulated vehicle can access around the proposed building with the one-way system to exit in a forward gear.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been several recorded injury incidents near the junction with A259. However, from an inspection of incident data, two of these incidents were related to use of the right hand turn lane to the site access and were attributed to driver error. It is clear that this was not due to any defect with the junction/ road layout.

Sustainable Transport/Accessibility

Shared cycle/pedestrian path on the northern side of A259 provides route between Bognor and Littlehampton but there is currently no crossing provision to this nor footway wrapping the site access. Applicant should explore providing section off footway (such as wrapping east of existing site access) and uncontrolled (dropped kerb/tactile paved crossing) of A259 to ensure that safe and suitable access for all can be achieved, by linking in to shared path on north side of A259.



Nearest bus stop within 10-minute walk from the site at Oystercatcher junction with regular services connecting Littlehampton, Bognor, Chichester, Pagham, Barnham and Yapton. Whilst there are existing and proposed crossings/amendments at this junction proposed as part of planned highway delivery improvement works, LHA query how pedestrians will cross A259 to reach the linking provision, from the site access, as per above image/comment.

Littlehampton and Ford Train Stations are similar distance from the site and feature cycle storage/parking (12-minute cycle). The route to Ford Station features continuous footway links via Ford Road – improvements on this route could include tactile at central reservation crossing prior to prison. The route to Littlehampton Station is not continuous in terms of formal footpath provision but does include a greater number of cycle storage spaces.



Whilst a B2 general industrial use may result in majority of trips by car, it is considered that some staff could walk/cycle to the site and that a 5km cycle isochrone shows areas surrounding Bognor, Littlehampton, Yapton are within suitable cycling distance. Nevertheless, to demonstrate that cyclists and pedestrians can connect into existing infrastructure the applicant should demonstrate how these will cross from the site access to the shared use path on north side of A259.

Parking

Cycle and car parking stated to be as per WSCC guidance but as area is in Arun it should be Arun SPD as adopted parking guidance for the local authority. This states for B2 general industrial use 1 x car space per 40sqm and 1 x cycle space per 200sqm for staff and 1 per 500sqm for visitor. Based on approx. 1440sqm this would be total demand for 36 x car parking and approx. 10 x bicycle spaces. The plans show 37 x car parking spaces and a cycle store for 10 x cycles. Finer detail of the bicycle parking can be secured by condition.

Of the 37 x car parking spaces, 2 x spaces are marked up with additional access aisle hatching/lining as accessible/disabled bays which meets with required 5% of total spaces on site to be for this purpose.

It is noted that the building appears to be split into 7 x units with various roller shutter door positions for each unit. No detail on HGV parking/ access to roller shutter doors has been provided. This should be clarified by the applicant including swept path tracking to each roller shutter door.

Trip Generation

It is stated that no existing vehicular trip generation has been included within the assessment. However, the LHA understand that the proposal is for a replacement commercial building. It would be useful to understand the historic permitted use on site in terms of floor area so that the LHA can understand whether trips would significantly increase over previous permitted uses and also assess whether a Road Safety Audit would be required.

Whilst the estimated 6 x trips in AM and 6 in PM peak hours respectively (from TRICs) is not anticipated to result in 'severe' impact to operational capacity of nearby road network considering existing uses on wider site, without the above information the LHA cannot accurately assess net impact.

CONCLUSION

Further information is required as summarised:

- Demonstrate footway and pedestrian/cyclist crossing facility from site access to A259 shared use path.
- Explore improvements on pedestrian route to Ford Station such as tactile at existing central reservation crossing near prison (Ford Road).
- Demonstration of HGV parking and access to roller shutter doors.
- Existing trip generation for existing permission on site (what is floor area of building that was in place – is this like for like replacement?)

Please ask the applicant for this additional information and re-consult.

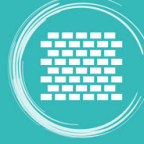
Katie Kurek
West Sussex County Council – Planning Services

PL- Consultation- WSCC Highways response

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Regards

Katie Kurek

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