

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Miss K Welch
FROM:	WSCC – Highways Authority
DATE:	24 February 2026
LOCATION:	East Preston Depot Station Road East Preston BN16 3RE
SUBJECT:	EP/1/26/PL Change of use of A1 buildings & yard to B8 use with elevational alterations, including solar panels and changes to the parking layout. This application is in CIL Zone 4 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal is for the change of use of A1 buildings & yard to B8 storage use with additional internal floor space proposed and changes to the parking layout. This application is supported by a Transport Statement submitted by iTransport.

From an inspection of the submitted plans and details, the Local Highway Authority can advise that there are no known highways safety concerns with the proposal.

Access to the site is made via two established access points from a privately maintained portion of Station Road. This privately maintained portion of road adjoins the publicly maintained highway to the west at an established junction whereby Station Road becomes C classified and subject to 30mph speed restrictions. Approximately 90m south of this junction, at the mini roundabout, Station Road then becomes the B2140 which provides a route between the A259 Roundstone By-Pass roundabout, through Rustington and into Littlehampton. To the north, Station Road ultimately adjoins the A259 at the Blue Star Roundabout.

The most recent use operating at this site is that of a Builders Merchant, the permitted use class tied to the site is that of an A1 retail use.

Access to the publicly maintained highway

The junction with the publicly maintained highway appears to also serve a number of other commercial properties. From consulting data provided by Sussex Police over a 5-year period, it has been established that there have been no registered highways collisions or personal injury claims at the junction with the publicly maintained highway to flag an existing safety or capacity issue at this location.

It is noted that collisions have been reported within proximity of this junction, however from investigating this data, it is understood that these were not due to any defects with the highway and do not represent a pattern of occurrences along this route.

Site Access

There are no changes proposed to the location, makeup or geometry of the existing site accesses.

It has been noted that the gate present at the western access- serving the car park- will be set back further into the site. This would facilitate a waiting vehicle wholly off the carriageway whilst the gate is operated. The 6m depth provided is considered sufficient to

accommodate an average sized vehicle and thus enabling the free flow of traffic along Station Road. This 7.7m wide bell mouth access facilitates two vehicles travelling in opposing directions navigating the access without conflict.

There appear no visibility concerns with the accesses as they currently exist.

The sliding gate could at times obstruct access to the cycle parking location, however it is considered that this would be an infrequent and temporary occurrence.

Parking

WSCC parking standards outline that a total of 20 parking spaces should be provided to serve the development, at 1 space per 100sqm. A parking accumulation assessment has been carried out to establish the likely parking demand generated by the storage use. The assessment outlines that 10 spaces would likely be sufficient to serve the demand generated. The plans show that 13 spaces are to be provided within the parking area, The LHA consider this a workable solution.

An accessible parking bay has also been included within the design, to ensure inclusive access for all users.

Parking space dimensions are considered sufficient to accommodate an average size vehicle, and there is space within the hardstanding area for cars to turn and egress the site in a forward gear.

In terms of cycle parking, WSCC standards outline that 6 spaces would be sufficient to satisfy the likely demand of a B8 use of this scale; the plans show that a total of 9 cycle parking spaces are to be provided.

Should the planning authority be minded to approve this application, the cycle parking is advised to be secured via a suitably worded planning condition.

Capacity

A concise TRICS assessment has been undertaken to establish both the likely number of trips generated under the current use and those which could be generated under the proposed. The statement also outlines a worst-case scenario whereby the A1 use could be retained and sets out the impact that this could have in terms of capacity.

The Traffic Impact Assessment demonstrates that the current use generates 35 two-way trips in the AM peak period and 11 two-way movements in the PM peak. Throughout the day the use would incur 413 two-way vehicular movements.

Under a B8 Storage use, it is shown that 9 two-way trips may be generated in the AM peak period and 9 two-way movements within the PM peak. Throughout the day the use would incur 92 two-way movements.

These figures demonstrate that, despite the increase in floorspace proposed, there would be expected a reduction in around 321 movements as a result of the change of use. Furthermore, the Statement ascertains that a possible discount retail store in this location (under the extant A1 use) could generate a significantly greater number of movements than both the aforementioned uses.

The use of the site as a builder's merchant would typically see movements from a range of vehicles, a number of which would likely have been by HGVs. It has been outlined that under the storage use; typically, movements would be made by that of a domestic vehicle. This would see a reduction in larger and slower moving vehicles navigating the accesses into the site. A number of HGVs may also require a reverse manoeuvre to gain access into the yard given internal space constraints; there would therefore be a benefit in this change of use reducing the frequency/occurrence of these manoeuvres.

On this basis, the LHA would not wish to raise a capacity concern to the proposed change of use.

Sustainability

The site is positioned within a location close to local amenities and sustainable transport alternatives. Although it is accepted that most movements generated by customers of the site would be via car, given the nature of the use- they may choose to do so as part of a combined trip with journeys to other nearby locations, given the proximity to local shops and amenities.

Angmering railway station abuts the northern property boundary and is a viable option for visitors of the site. Furthermore, regular bus services are in operation along both Station Road and Worthing Road. Station Road is served with linked pedestrian footways which are lit along the publicly maintained route, making this a viable option for journeys by bicycle or on foot.

it is accepted that the sites sustainable nature will offer staff the ability to consider sustainable alternatives for their commute, with walking, cycling, bus and rail as feasible alternative options.

Conclusion

The Local Highway Authority does not consider that the 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.

Should planning consent be granted, the following conditions are advised to be secured alongside it:

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 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.

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

Jodie Wilkes

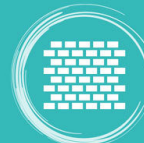
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Regards

Jodie Wilkes

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