

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amber Willard
FROM:	WSCC – Highway Authority
DATE:	18 July 2025
LOCATION:	Land rear of Waterbury House Ford Road Ford BN18 0BH
SUBJECT:	F/21/24/PL Erection of 4 No supported living units (C3(b)), office block, car parking and associated works. This application is a Departure from the Development Plan, affects the setting of a listed building and is in CIL Zone 3 and is CIL Liable as new dwellings.
DATE OF SITE VISIT:	11 July 2025
RECOMMENDATION:	More Information Required

This is the WSCC Highways response to the above planning application seeking erection of 4 No supported living units (C3(b)), office block, car parking and associated works.

Site location and existing access arrangements.

The site is located in the village of Ford, with access off Ford Road. Currently a care facility providing supported independent living accommodation for adults and previously, as a public house, the site is found on the eastern side of Ford Road and is opposite a small industrial estate (found on the western side of Ford Road). Ford railway station and level crossing is found to the south-west of the site, also on the western side of Ford Road. The crossing closes regularly throughout the day, leading to queuing on Ford Road on both approaches. Willow Park, a residential development made up of park-style homes, can be found immediately north of the site. The coastal railway line running between Brighton to Portsmouth is found along the site's southern boundary. Ford Road at this location is subject to a 40mph speed limit. This increases to 60mph (derestricted) approximately 100m north of the site.

The site currently has two access points serving it although at the time of site visit, the southern-most one appeared to be closed and had cars parked in front of it. From observation of the existing internal car parking layout, this suggests that the southern access is not used regularly, with reliance on the northern-most one. Latest Google mapping also indicates that this might be the case, too. 'KEEP CLEAR' road markings are present on the carriageway surface of Ford Road by both access points, although the one by the southern access is slightly offset to it.

Proposed access and parking.

The proposed site plan implies that access to the site would be from the existing southern access to Ford Road. The actual notation on the plans says "*Existing access to be retained*". Access would then continue south of the existing building and onwards to a car parking area for nine vehicles. The existing bin store is shown amended to accommodate the access and some cycle parking is also shown. However, it is not

known whether both are intended for use by the new scheme or whether it would have its own. Specifically for the cycle parking, it is recommended that if possible, that each unit has its own cycle parking store allocated to it.

With regard to on-site parking for the development (both car and cycle), this would be informed by Arun District Council's own guidance. Provision for EV charging should also be provided.

Given the close proximity of the southern access to the site to the adjacent railway crossing, the Highway Authority recommends that this access be permanently closed to traffic entering and/or leaving the site, as additional vehicles generated by the proposal (particularly those turning right into the site) would be attempting to make that manoeuvre very close to the crossing which could cause obstruction on Ford Road and blocking back over the railway crossing. In addition, it is recommended that the existing crossover and 'KEEP CLEAR' markings on Ford Road should also be removed. All traffic to and from the site would then have to use the northern access, further away from the crossing.

Access by non-car modes.

Walking - A footway exists to the south of the adjacent railway crossing, but only on the western side of Ford Road. This provides access further-afield to other residential properties, businesses, Ford Prison and the former Ford airfield.

Cycling - No bespoke facilities are found on Ford Road although cyclists do use the road. Apart from a slight gradient found running northwards from the site along Ford Road, the general topography is flat and could be used for cycling trips.

Public transport - Although bus services in the locality do not run close to the site, Ford railway station is directly opposite the site, providing frequent services to Brighton, Portsmouth, Barnham, Chichester, Littlehampton, Bognor Regis and Arundel plus journeys to London, amongst other destinations.

Conclusion.

An amended plan should be provided showing the existing southern access to Ford Road permanently closed off (also showing how it would be closed off), plus crossover reinstated and 'KEEP CLEAR' road markings removed, too.

Please re-consult when a plan is available, at which point the Highway Authority will respond further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

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Regards

Tim Townsend

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