

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	20 May 2025
LOCATION:	Land to the West of New Courtwick Lane Wick BN17 7RZ
SUBJECT:	LU/72/25/OUT Hybrid Planning Application comprising of the following: 1)-Outline application with all matters reserved (except access) for Phase 2 (West of Site) comprising development of approximately 8,800sqm GIA Light Industrial/Storage and Distribution (Use Class E(g)(iii) / B8), and 2)-Full Application for Phase 1 (East of the Site) for a food store (Use Class E(a)), 2 No Drive-Thru food/beverage units (Sui Generis) with revised vehicular access, associated parking and landscaping. This application may affect the setting of a listed building and is in CIL Zone 2 and is CIL Liable.
DATE OF SITE VISIT:	Officer familiar with site.
RECOMMENDATION:	More Information

The hybrid application is for an outline 8,800sqm light industrial/storage units and a full application for a food store and 2 drive through units.

Background

The site is located north of the A259 between the Eldon Way and Wick Roundabout junctions.

The site currently compromises 3,540sqm of B8 and 2,694sqm of office space and undeveloped land to the west. The office and B8 uses are currently vacant.

Pre application discussions took place with the applicant's transport consultant between May 2023 and February 2025 are appended to the Transport Assessment.

Access

Vehicular access to the site is taken of New Courtwick Lane (which itself links onto the A259 to the south with a Ghost Right hand turn arrangement and banned left turn enforced by the central reservation)

The site currently has two vehicular accesses, the northern one will be retained and improved to accommodate the foodstore. The southern one will be closed with a new junction provided to serve the drive thru and industrial/commercial units.

Visibility splays of 2.4m x 43m can be provided in keeping with a 30mph speed limit, swept path tracking has been provided and is acceptable.

A stage 1 Road Safety Audit has been undertaken and the items raised have been satisfactorily concluded within the agreed designer's response.

Sustainable Transport

Pedestrians

Footways are provided on at least one side of the highway in the area surrounding the application site. The site would provide dropped kerbs and tactile paving to support pedestrian movements.

The phase 2 layout shows a footway being provided onto Courtwick Lane to the north at a former vehicular access (stated as existing pedestrian access within the planning statement). The footway would provide some permeability through the site. From the supporting plans provided works would be required outside the redline boundary to provide a connection to the carriageway and it does not appear on the WSCC Highway boundary mapping.



Cyclists

An existing cycle route is provided between the end of Henry Lock Way and New Courtwick Lane before crossing the A259 and feeding into a route that runs parallel to the A259.

Through the pre application discussion the applicant has agreed to extend the shared footway/cycleway around the corner from the A259 and into the site/make appropriate connections from New Courtwick Lane. Including a right hand turn cycle lane in the existing hatched area. The shared use facility would terminate at the internal crossing between the drive thru restaurants and the food store.

The cycle proposals have not been included within the RSA process and should be done so.

Public Transport

The nearest bus stops to the site are located to the east of the site on Seaton Road where service 9 provides an hourly route between Arundel and Shoreham.

A similar walking distance to the south, the stops on Courtwick Lane provide access to the 701 service (4x per hour) between Littlehampton and Lancing.

Trip Generation

TRICS has been utilised to establish the trip generation potential of the existing site land uses of 39AM peak trips and 45 PM peak trips.

TRICS has also been utilised to establish the trip generation potential of the industrial units, drive thru units and foodstore.

Due to the proposed land uses, not all of the trips would be new to the network. Some would be people already on the network diverting of the A259, others would transfer their journey from other sites (e.g Morrisons to Foodstore) and others would also be linked trips (visiting both the foodstore and a drive thru).

The applicant has provided examples of other Costa and McDonalds sites and utilised TRICS research to the split of type of trips.

The gross trips are shown below

Total Proposed Development	Primary Trips			Diverted Trips			Transferred Trips			Linked Trips		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak (08:45 - 09:45)	47	32	79	34	33	67	6	5	11	7	7	14
PM Peak (16:45 - 17:45)	46	68	115	44	47	91	8	9	16	9	10	19
Sat Peak (11:45 - 12:45)	119	113	232	133	124	258	32	31	62	25	23	47

Junction Modelling Scenarios

Modelling has been provided for 2031 end of local plan scenario with background traffic growth accounted for by the use of TEMPRO growth factors.

The impact of the newly opened Lyminster Bypss has been included within the consideration of the A284 (N) and Nightengale Way with flows sourced from the Lyminster Bypass Transport Assessment.

Trip Distribution

It has been assumed that 90% of the new vehicle trips will arrive from the A259 from the south and 10% from the north via Courtwick Lane.

All Diverted trips are from the A259 and transferred trips to the foodstore form the Morrisons store located to the east.

The total net trips generated by the proposal are shown below

Junction	Total Vehicles		
	AM (08:45 – 09:45)	PM (16:45 – 17:45)	Sat (11:45 – 12:45)
Junction A - New Courtwick Lane / Courtwick Lane Priority Junction	4	6	26
Junction B - A284 / Courtwick Lane Priority Junction	1	2	17
Junction C - Proposed Development Access (Foodstore)	4	19	205
Junction D - Proposed Development Access (Drive-Thrus & Phase 2)	120	179	508
Junction E - A259 / New Courtwick Lane Priority Junction	106	161	487
Junction F - Wick Roundabout	46	70	203
Junction G - Nightengale Way / Lyminster Bypass Roundabout	19	29	90
Junction H - Body Shop Roundabout	16	23	73
Junction I - A259 / Benjamin Grey Drive / Eldon Way	16	32	115
Junction J - Bridge Road Roundabout	15	29	110

Based on the volume of trips Junction Modelling has been provided for junctions C,D,E, F, I and J.

Junction Modelling Assessments

Junctions C & D. – Site Accesses

The site accesses would work well within capacity with minimal queues and delays.

Junction E – A259/Courtwick Lane Priority Junction

The junction would work well within capacity with minimal queues and maximum delays of 17seconds.

Junction F – Wick Roundabout

The junction would work within capacity in a future year scenario with maximum queues of 3 vehicles.

Junction I – A259 / Eldon Way / Benjamin Grey Drive

The junction would operate close to capacity in the PM peak in a future year scenario, the addition of development trips would increase queues on the A259 Eastbound approach by 6 vehicles (24-30) and delays by 33 seconds (104-137) The additional delays are not considered to constitute a severe impact on the local highway network. The modelling has also not sought to optimise the signal timings which could reduce the level of queues and delays at the junction.

Junction J – Bridge Road Roundabout

The development would result in the additional of two vehicles (8-10) on the A259 south approach and a maximum increase in delays of 4 seconds.

Junction Modelling Conclusion

The proposed development would not result in severe delays on the local highway network.

Parking

It is proposed to provide 118 car parking spaces for the foodstore (12 parent and child/6 disabled and 4 EV) against an ADC SPD standard of 137.

A total of 50 spaces are proposed to be shared between the drive thru restaurant units (4 disabled and 4 EV) against a ADC SPD requirement of 85.

The applicant has provided a parking demand calculation based on trip data from similar McDonalds and Costa sites that indicate the proposed levels would be sufficient to accommodate demand.

Phase 2 units would accord with Arun standards and be considered as part of a future RM application.

Cycle Parking

8 Cycle Parking spaces are proposed for visitors to the foodstore and would be sufficient to meet demand based upon a TRICS cycle parking accumulation assessment, however is below the ADC standard of 19 customer and 19 staff spaces. Cycle Parking would also be provided for staff however no details on the number of spaces are provided.

No details of cycle parking are provided for the drive thru is provided against a

Layout

Consideration has been provided of the queuing capacity for the proposed McDonalds drive thru. A capacity of 18 vehicles is provided (based on a robust 6m vehicle length) This would be sufficient to accommodate the peak demand based on experience of the similar site.

The Costa drive thru has not been considered in detail but would provide stacking capacity for in excess of 20 vehicles some of which would take place in the aisle of the car park.

Vehicle tracking for a 16.5m artic to the foodstore has been provided, it is acknowledged that the vehicle would cross the centre line of the site access however given the limited number of daily trips and visibility provided no further concern is raised.

It is stated that all deliveries will be made outside of peak store hours (with traffic marshals/cones used as necessary) the servicing of the drive thru units will require sections of the parking area to be closed off.

The phase 2 (industrial/commercial units will be served by a looped arrangement from the southern access.

Accident record

- A single collision has been recorded in the vicinity of the site access and would not indicate a road safety concern with the highway layout
- A number of collisions are recorded at the Wick Roundabout (15) and Bridge Road Roundabout (8), however, no patterns of collisions are identified within them.

Travel Plan

A framework travel plan has been provided with the application and would be focused on reducing staff travel by private vehicles.

Conclusion

Further Consideration is required of the following items.

RSA for cycle access

Cycle Parking for drive -thru restaurant staff and visitors and foodstore staff.

Stephen Gee

West Sussex County Council – Planning Services

[REDACTED]

WSSC Highways response

[REDACTED]

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Stephen Gee

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