

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Amber Willard
FROM:	WSCC – Highways Authority
DATE:	3 July 2026
LOCATION:	Sefter Farm Pagham Road Pagham PO21 3PX
SUBJECT:	P/76/26/PL Construction of a new engineering block building and car parking areas together with a new access road, footpaths and hard standing area. This application may affect the setting of a listed building and 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 engineering block building (960sqm additional floorspace – light industrial/B8 use), car parking areas and associated works. The application is supported by Technical Note (TN) covering highways matters.

Site Context and Access Arrangements

The wider site has various planning history including P/117/21 for packhouse and parking area. This application proposes to relocate parking approved under that application in addition to new parking for the proposed engineering block building. This application supersedes P/117/21 as engineering block building is proposed in its location. Most recently P/40/25 (yet to be determined) for packhouse extension raised no objections from highways.

Vehicular access from Pagham Road ('C' class and subject to 60mph in this location) will be retained with no changes proposed. This access has been assessed as suitable in terms of highway safety for previous applications on the site. Access within the site to the car park will be retained but location/parking layout will be modified.

Existing site use is horticulture and food production, and the proposed building will allow a store/workshop area and associated office space to be provided. The proposed building is to bring engineering staff to one location on site and thus will support existing staff though a small increase of 5 x full time equivalent staff are anticipated.

The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident at the access to Barfoots on Pagham Road and a further incident to the south of the access. However, from an inspection of incident data it is clear that this was not due to any defect with the junction/ road layout.

Servicing

HGVs will access via existing access road and internal roundabout on site to enable a turn on site and exit in forward gear, as per existing arrangements demonstrated by the swept path tracking.

Accessibility

Whilst the site is rural and no cycle infrastructure on nearby roads exist, there is a bus stop to south at junction with Sefter Road with Chichester/Bognor service. However, Barfoots runs a bus service from within the site with services to Bognor/Littlehampton and Portsmouth for shift worker start/finish times. The internal bus stop will be relocated from along the main access road to west of the car park. It is advised that swept path tracking is provided to demonstrate workability including turning for bus.

It is understood that a full Travel Plan was secured by s106 agreement under P/117/21 and this will be extended and updated to cover the new engineering block building. Advise copy of updated TP is provided for review.

Car Parking

It is proposed to relocate existing 190 x spaces to provide relocated car park with an additional 15 x spaces (total 205 spaces – 5 of which disabled spaces) east of proposed building. An additional parking area for 8 x cars will be provided south of proposed building. With the total 24 x spaces elsewhere on site also available, the total parking across site will rise to 237 x spaces.

Whilst the entrance location to car park will be retained, a new exit is proposed so that vehicles can enter in east and exit via separate point to west. The western point will also be used for entrance for visitors. The TN states that the car park gates use APNR technology and thus vehicles are not anticipated to queue and block highway. The car park entrance is 40m from junction with Pagham Road and the car park barrier is set back from access road further 10 metres (approx.) thus 5-7 cars could wait clear of highway within car park access road.

Swept path tracking shows the car park access and egress points are workable and internal visibility splays within site are achievable to a 20mph design speed (25m) for the car parking areas accesses on to internal access roads.

Arun SPD advises 1 car parking space per 40sqm for B2 industrial use and 1 space per 100sqm for B8 storage use. The ground floor of the proposed building will be 293sqm store (B8) and 81sqm workshop (B2). On this basis circa. 5 spaces would be required. The first-floor office space would require 1 space per 30sqm. Para. 3.21 states a requirement 24 spaces thus presumed floor area of first floor is 720sqm yet para. 3.30 outlines the office space as 480sqm which would require 16 x spaces. The total parking on site will be 237 spaces (additional 18 x spaces over existing). Considering five additional staff proposed and 18 additional spaces proposed, it is considered parking meets needs of specific use on site.

The 13 x disabled parking bays across site exceeds requirement for 5% of total parking spaces on site to be accessible. There are also 20 x motorcycle spaces proposed within the car park.

Cycle parking should be provided at 1 space per 150sqm staff/ 1 space per 500sqm visitors for office, 1 space per 200sqm staff/ 1 space per 500sqm visitor for B2 and 1 space per 500sqm staff/ 1 space per 1000sqm visitors for B8. On the basis of the actual floor area provided a total circa. 6 x cycle spaces would be required. It is understood that 40 x spaces are proposed across the site with 10 of these being proposed under this application, northwest of car park. Details of this can be secured by condition.

Trip Generation

No capacity assessment has been undertaken as it is stated only 5 x additional staff are anticipated. LHA advise application decision is specific to Barfoots use on site (i.e. that the building is only used in association with wider site) as a separate light industry/workshop use of this size may require additional car parking/access and capacity assessment needs. As the building is to accommodate existing uses on site, no additional HGV movements are anticipated. On this basis the LHA raise no concerns in terms of impact on operational capacity of nearby road network.

Conclusion

Whilst no highway safety or capacity objections are raised, we advise the following:

- Updated TP.
- Swept path tracking for bus for new bus stop location, including turning on site.

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

Katie Kurek

West Sussex County Council – Planning Services

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Regards

Katie Kurek

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