WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	24/06/2025
LOCATION:	Northlands Business Park, Bognor Road, Warnham, RH12 3SH
SUBJECT:	DC/25/0592 Demolition of former piggery building and 2no. garage structures. Construction of building comprising seven commercial business units.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

Summary and Context

This application seeks the demolition of a former piggery building and two garage structures, and construction of a building comprising seven commercial business units falling within Use Class E. The site is located off Bognor Road, an A-classified road subject to national speed limit in this location.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site for application DC/23/0903 (*Demolition of existing former piggery building. Erection of replacement building comprising 4no. commercial business use units (Use Class E)*). The LHA raised no highway safety or capacity concerns to the proposals. The Local Planning Authority (LPA) permitted the application.

Access and Visibility

Access to the site is via the existing established vehicle access point on Bognor Road. A private internal access road links the maintained highway to the application site. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Bognor Road.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded collisions attributed to road layout within the vicinity of the existing access point. Therefore, there is no evidence to suggest the existing access has been operating unsafely or that the proposals would exacerbate an existing safety concern.

Capacity

No trip generation data has been submitted as part of this application. The proposals seek 535sqm of Class E floorspace, replacing existing ad-hoc parking and storage structures. The current proposals represent an increase of 329sqm compared to the previously permitted application. Whilst the proposals are expected to result in an intensification of use of the existing access point, based on experience of similar proposals, the LHA are satisfied that the trips generated can be accommodated into the local highway network without adverse impact.

Parking and Turning

The plans demonstrate a formalised car parking area, providing 35 car parking spaces. Under WSCC Parking Standards, the LHA would expect a development of this size to provide at least 17 car parking spaces. Therefore, there is adequate space within the site to

accommodate the anticipated parking demand. Eight cycle parking spaces are proposed, and this would also be in accordance with WSCC Parking Standards. The cycle parking provision should be made covered as well as lockable.

From inspection of the plans, the proposed car parking area appears suitably laid out, and on-site turning appears achievable.

Sustainability
The site is situated in a rural area that may result in visitors and staff relying on the private car for travel. However, it is worth noting that bus stops appear present near the site entrance, which can provide alternative means for travel. Cycling is an option for confident cyclists also.

Conclusion
In summary, the LHA does not consider that this 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.

If the LPA are minded to approve the application, the following conditions should be applied:

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

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 to be 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.

Construction Management Plan
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Kyran Schneider
West Sussex County Council – Planning Services