

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils - FAO: Louise Prew
FROM:	WSCC – Highways Authority
DATE:	16 December 2025
LOCATION:	Car Park Adjacent Sandell House Railway Approach Worthing
SUBJECT:	AWDM/1329/25 Erection of a five to seven storey building with 29 self contained residential units (Use Class C3) including undercroft parking and cycle store linked to listed building
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for redevelopment of existing car park at eastern end of Railway Approach to form apartment block comprising 29 x 1 & 2 bedroom apartments with undercroft parking and cycle store. The application is supported by various documents including Transport Statement (TS) and Travel Plan Statement (TPS).

Site Context & Accessibility

The site is an existing car park serving adjacent offices and it is proposed that 20 x spaces will be retained for this use with no parking provided for the apartments.

Railway Approach is 'D' classified subject to 30mph. The previous backwards loop that was in place (to cater to taxi use associated with the Train Station) was removed and whilst the s278 for Teville Gate development provided a forwards loop with one way traffic and chevron section in the middle, this was later amended by the public realm scheme. What is now in place is a widened footway either side (with planters, cycle stands and seating) and a 6m wide two-way carriageway with centre lines removed and mini roundabout at the eastern extent. Railway Approach at its western extent joins with Victoria Road which leads to Teville Road (A2031).

From an inspection of Traffic Regulation Order mapping, there are no waiting at any time restrictions at the mini-roundabout end of Railway Approach which protect from on-street parking in immediate vicinity of the car park access. Pay and display/residents permit holder parking bays start approx. 16m west.

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 outside the train station on Railway Approach. However, from an inspection of incident data this was not due to any defect with the road layout.

Site is within walking distance of Worthing town centre, train station and amenities/services (shops, healthcare etc) and is north/adjacent to WBC Local Plan site A12 (Teville Gate) for 250 residential units and 4000sqm commercial space, recognising this location is sustainable with good links to public transport options.

Train Station is 150m walk with frequent services to destinations such as London, Brighton, Chichester, Portsmouth etc. Bus stops adjacent the train station with regular services to town centre, surrounding areas/coastal settlements. This stop has an RTPI (Realtime) information display. Further bus stops available from Broadwater Road Bridge north of site. Battery powered RTPI displays at both the northbound and southbound 'Broadwater Bridge' bus stops on Broadwater Road would be welcomed due to there being displays at the next three pairs of bus stops north of these. The applicant could contribute to these via s106 agreement.

Supermarket is within 200m, schools within 800m. Wider amenities/locations are within 5 minute cycling distance. Recent improvements include cycle lane on carriageway on Cross Road including improved cycle crossing facilities.

TPS

A TPS has been provided to encourage more sustainable transport modes for residents. The TPS and monitoring fee of £1,695 should be secured via legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

The TPS includes commitment to:

- Information on walking and cycling routes.
- Promotion of cycle to work schemes and local cycle hire schemes.
- Explore cycle maintenance support, partner with local providers.
- Promote walking initiatives and link with schools.

- Signpost to travel resources and promote walking/cycling apps.
- Promote car sharing.
- Residents travel packs to include; map of facilities and bus stops, public transport info, cost comparison with car use, grocery delivery info, health benefits info of active travel, bike shop and public transport discounts, websites such as journey planner/cycle journey planner and cycle maps, walking events, road safety info etc.
- Primary objective to minimise car journeys, promote sustainable/active transport and manage transport impact – no formal modal shift targets have been set. Whilst it can be good practise to under a simple travel audit and the applicant may wish to consider this, the LHA are mindful of the scale of development and anticipated vehicle trips set out in the TRICs assessment means that any modal shift identified is likely to be minor.

TPS should be updated to also consider/provide:

1. Details of a nominated Travel Plan Co-ordinator, who will be responsible for implementing and promoting the Travel Plan.
2. Advise developer to contact their local bus operators as they may be able to offer discounted travel. Bus operators may also provide a quantity of 'taster' tickets.
3. Residential sites should also create links with local school(s), which will almost certainly have a Travel Plan in operation.
4. For residential sites:

We would expect to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged for one of the following:

- a season ticket for the local bus service
- a rail season ticket or network card
- a contribution towards the purchase of a new bicycle and/or equipment
- Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
- 12 months free membership to any local Car Club (including joining fee) – considering the car club is within 10 minute walking distance at the town hall

Access Arrangements

Existing access will be slightly relocated to bring more central to site frontage. In effect the access is on to the mini roundabout. The Traffic Regulation Order (parking restrictions) was amended in Dec 2024 and the mini roundabout is now covered by double yellow lines to prevent parking in vicinity of car park access. Thus, relocation of access will not impact controlled parking bays (which start further west on Railway Approach).

It appears the access is single width which would not allow two-way vehicle movement. Considering low speed and vehicle volumes LHA raise no highway safety concern to this arrangement but Local Planning Authority (LPA) may wish to consider this from an amenity point of view. There is no existing concern in terms of visibility from the car park access to public highway. Visibility splays are achievable entirely within publicly maintained highway land.

The existing access is a bell mouth with small, kerbed radii and plans appear to indicate relocated access will be a similar arrangement though the applicant should confirm whether continuous footway will be retained across or whether dropped kerb/tactile paved crossing for pedestrians will be provided. The access works would require s278 minor works agreement.

A pedestrian access gate is shown east of parking space 15. Pedestrians/cyclists may choose to use the shared surface vehicle access point as this is closer to the cycle store and pedestrian desire line to west. As per Manual for Streets para. 7.2.14, shared surface streets are likely to work well in short lengths and where volume of motor traffic is below 100 vehicles per hour.

The TS states that refuse collection and emergency servicing vehicles can serve site from the roadside within expected distances. The applicant should provide swept path tracking indicating this is achievable as it is not clear whether this manoeuvre is workable using mini roundabout without encroaching Morrisons servicing access/yard or Teville Gate car park, which is outside of the publicly maintained highway.

Parking

20 x car parking proposed for existing adjacent Capella House offices – with no parking provided for the flats. Under WSCC Guidance on Parking at New Developments the scheme of 18 x 1-bed and 11 x 2-bed flats could require approx. 23 x spaces. However, considering the highly sustainable location in relation to walking and cycling distance to amenities/services and public transport, the nil car parking provision is accepted. Furthermore, there are comprehensive road protection markings including controlled parking zones that would protect any overspill parking from occurring in locations that would be detrimental to highway safety and the TPS will further encourage and promote sustainable transport modes. It is also noted that the Teville Gate public car park is opposite the site.

A communal bike store for 16 x cycles will be provided. WSCC Guidance advises 0.5 per flat in communal area and thus the provision is adequate. The location of the cycle store is west of proposed building and adjacent Station House. Residents would be required to utilise the footway on Railway Approach rather than be able to access the cycle store directly from the site. The LPA may wish to consider this from an amenity perspective, especially as the bin store appears to be accessed from the same route.

It is also noted that the existing office car parking provision will be reduced by 7 x spaces but no justification for this has been provided. It is presumed that this meets parking demand of the office space, but clarification would be welcomed.

The LHA advise that motorcycle parking is considered for the offices and that one of the parking spaces be provided with additional hatching/lining/signage as an accessible bay. WSCC Guidance advises disabled parking should be provided at 5% of total spaces thus 1 x accessible bay would be required. There is 6m access length behind each parking space and swept path tracking shows suitable manoeuvring space for the car parking layout.

Trip Generation

TRICs has been used to assess potential vehicular trip generation as 7 movements in AM and 7 in PM peak hours. LHA do not anticipate a concern on operational capacity of nearby road network and are mindful that access/parking is existing use for the adjacent office that will be retained.

CONCLUSION

Please ask applicant for additional information, and re-consult:

- Commitment to providing contribution toward RTPI (Realtime) at Broadwater Bridge bus stops (primarily northbound but southbound is also welcomed).
- Updates to TPS.
- Confirm access arrangements (bell mouth to feature continuous footway across?)
- Swept path tracking for refuse collection and emergency servicing vehicles.
- Clarify parking demand for office.
- Consider motorcycle parking and accessible parking bay.

Katie Kurek
West Sussex County Council – Planning Services