

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Stephen Cantwell
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	26 <sup>th</sup> November 2025
<b>LOCATION:</b>	39 - 41 Brighton Road Shoreham-by-sea West Sussex BN43 6RE
<b>SUBJECT:</b>	AWDM/0738/25 Outline application for the demolition of the existing building and the erection of a one to nine-storey block of residential apartments, a commercial unit (Class E), with associated cycle parking and car parking.  Amended plans received.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

### Background and Comments

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The site is currently occupied by a single storey industrial unit with Kwik-Fit as a tenant who offer vehicle maintenance and repair services. The unit area is approximately 420sqm. To the east of the site is a car wash facility which has right of way across the application site, with access provided via the southern site boundary and egress via the northern site boundary. The car wash and access are to be retained.

The applicant engaged in pre-application advice with the LHA in August 2024 where the scope of the application was discussed. The highway aspects of the proposals are supported by a Transport Assessment (TA) dated May 2025. These comments follow on from the initial LHA response in July 2025 which requested further information and clarity on the Stage 1 Road Safety Audit (RSA).

### Additional Comments on Stage 1 Road Safety Audit

Further information has been provided on the details of what was discussed during the pre-application discussions. At the time of the pre-application enquiry that the Design Team had with the LHA, there was consideration amendments to the existing site access, with narrowing proposed to improve pedestrian accessibility across the site access.

However, vehicle tracking showed that narrowing of the access is not possible due to the positioning of the central pedestrian refuge island on Brighton Road, immediately east of the site access, with this restricting vehicular access. Therefore, the existing access arrangement is to be retained.

On the basis of this we would be satisfied on this occasion a Stage 1 RSA will not be required for the proposals.

### **Future Cycle Lane**

As requested by the LHA the applicant is safeguarding land along the site frontage for the future delivery of the proposed cycle lane scheme. The site frontage should be set-back and dedicated to the LHA for future use as a walking and cycle route as-per other neighbouring and nearby sites. It is understood that a 5.3m set-back into the site from the 2-kerb edge should be provided and dedicated as highway, or as might otherwise be agreed with the Highway Authority.

### **Comments**

Much of what was advised in July 2025 still stands, which is as follows in the sections below:

### **Capacity and Distribution**

Traffic flow information has been provided with the current application within the TA. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. Using this data, it is evident that the proposed usage (49 apartments and commercial use) would not generate a 'severe' residual impact in vehicular impact on the network. As such, there is no expectation for this proposal to give rise to any increase or material change over what has previously been permitted. Junction assessment parameters were agreed at the pre-application stage. The results of the junction assessment work demonstrate the proposals will not have an impact on the operation of the local highway network.

### **Accessibility**

The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents to travel to the site. The TA identifies that there are a number of facilities and services available within Shoreham Town Centre. These services lie within 500m walking distance. There are continuous walking routes into Shoreham from the site. The site is within a 200m / 2-minute walk of bus stops that provide a high frequency of service to key local destinations. In addition, the site is located approximately a 600m / 8-minute walking distance from Shoreham-by-Sea railway station.

### **Travel Plan**

The submitted TP is noted. This accords with the requirements of the LHA. The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 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 proportionate and reflective of the costs incurred.

### **Parking and Layout**

24 car parking spaces provided, the TA includes a parking beat survey has been carried out in accordance with the advice within the pre-application advice. The parking provision includes 2 car club parking spaces and this will provide residents with access to a car when / if required, without the need to own their own car. The LHA would accept the applicant's justification within the TA for a nil parking provision for the commercial usage. In line with the pre-application advice, 34 long-stay spaces are to be provided in a store room adjacent to the main entrance. In terms of site layout, the proposals have been supported by swept path diagrams which will demonstrate the likely types of larger vehicles entering the site.

This is included on drawing Number 8838-WSP-XX-XX-M2-PL-006 (P02) within the appendices of the TA.

We do note there has been some points raised regarding the neighbouring site and its means of access. We have reviewed this point and this has been demonstrated on page 33 of the Design and Access statement. Given the proposals are not likely materially change the number of vehicle movements to and from the site we would not anticipate this would result in a 'Severe' impact on the network.

### **Conclusion**

Having considered the information within the TA, the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 116), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

#### *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.

**Jamie Brown**  
**West Sussex County Council – Planning Services**