West Sussex County Council - Planning Consultation Response

To: Adur & Worthing Councils

Date: 9 November 2026

FAO: Louise Prew

From: WSCC - Highways Authority

LPA Reference: AWDM/1329/25

Location: Car Park Adjacent Sandell House Railway Approach Worthing West Sussex

Proposal: REVISED DESCRIPTION: Erection of a four to seven storey building with 27 self contained residential units (Use Class C3) including undercroft parking and cycle store.

Reason for reconsultation: Revised plans and documents have been submitted with a modified design.

Recons received via email on 27/10/2026

Recommendation: No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for building comprising 27 x residential units with undercroft parking and cycle store.

In comments dated 29 September 2026 the LHA requested further information to which a Technical Note (TN) has been provided in response. The items where further information was requested, and the TN response are provided below:

- **Increased cycle parking (minimum 14 spaces)**

The TN does not address the bicycle parking. The applicant was requested to provide minimum of 14 x spaces, not the 13 x shown. However, the LHA consider that final details of this can be secured by condition.

- **Commitment to RTPI**

The applicant does not consider that the request for contribution towards Realtime Information boards at Broadwater Bridge bus stops is necessary, directly related to the development, and fairly and reasonably related in scale and kind. These are the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. This is supported by Census data information whereby approximately 3% of journeys to work are undertaken by bus with the multi modal trip generation assessment indicating that bus travel accounts for approximately 8% of related trips. Whilst RTPI may improve the existing bus stop provision, the applicant argues that demand against scale of the development would not make this a reasonable request that accords with CIL Regs. Considering the town centre location in terms of proximity to services reached by foot and immediately adjacent train station, the LHA agree that bus is not likely to be the predominant mode of sustainable travel choice for residents over foot and train and thus this is accepted.

- **Updates to TPS**

The Travel Plan Statement has been updated with details of travel voucher for £150 per dwelling, details of a nominated Travel Plan Co-ordinator, commitment to local bus operators being contacted regards 'taster' tickets and commitment to local schools being contacted to explore linking with their travel plans.

The approved Travel Plan Statement and monitoring fee of £1,765 can be secured via Unilateral Undertaking. 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.

- **Clarify car parking demand for office**

The applicant has clarified that the existing office use is 631m² of floorspace across Capella House and Sandell (Station) House. WSCC *Guidance on Parking at New Developments (September 2020)* for office use would require 1 space per 30m² thus a requirement for 21 x car parking spaces. The parking proposed for the existing office space is 19 x spaces thus a shortfall of 2 x spaces. Considering the sustainable town centre location and comprehensive on-street parking restrictions meaning any overspill could not occur in locations that would be detrimental to highway safety, this negligible shortfall is not anticipated to result in highway safety concern.

- **Consider motorcycle parking/accessible bay(s) for office**

Applicant has stated that if required, motorcycle parking can be accommodated within the existing car park through the reallocation of car parking space and that final provision would be subject to operational parking requirements of the existing office use. It is stated that an existing parking space can be used as an accessible parking space and will be appropriately marked. Details of this can be secured by condition.

Conclusion

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 (in line with TR6 paragraph 4) and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following condition would be advised:

Legal agreement/Unilateral Undertaking – securement of Travel Plan Statement and associated monitoring fee of £1,765.

Conditions –

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.

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 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.

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.
Reason: To provide car-parking space for the use.

Katie Kurek
West Sussex County Council – Planning Services (Highways)