

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Giles Holbrook
FROM:	WSCC – Highways Authority
DATE:	25 th August 2026
LOCATION:	Land Between Sword Street And Martlets Way Worthing West Sussex
SUBJECT:	AWDM/0628/26 Full planning application for a mixed-use development comprising 123 dwellings and commercial floorspace together with associated parking, landscaping, open space and drainage [Land at Durrington Gasworks].
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

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

Proposals

The proposed development seeks to provide 123 dwellings served via an existing residential site and 10 commercial units served from Martlets Way. The proposals are supported by a Transport Assessment (TA) dated April 2026. The Design Team approached the LHA for pre-application advice in December 2025 a copy of which is included in the supporting TA Appendix B.

Access

Access for the residential side is as shown as to the southern access point. This is shown to be a continuation of the Phase 1 secondary road. A priority-controlled narrowing is shown with priority being given to westbound vehicles. The narrowing is shown to be 3.7m wide which allows for fire tender access but restricts two vehicles from passing each other. Forward visibility for vehicles has been demonstrated at 25 metres.

The employment parcel will be accessed from Martlets Way as an extension to the existing road into the industrial estate. The internal road network is shown to be 6.5 metres wide which is sufficient for HGV access. Beyond this point, Martlets Way connects with Mulberry Lane and currently serves the wider industrial estate.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. All matters bar 3.2.1 of the RSA have been addressed and agreed by the Designer's Response (DR). Regarding point 3.2.1 the interpretation of the DR is that this addresses the issue raised by the Auditor but because it's not formally been agreed by the DR the LHA would seek clarity on that point before having to go through our internal process. If it hasn't been, we would need a confirmation email/response from the Auditor confirming their acceptance to the Applicant's DR.

Layout and Parking

Drawing SL-01 Rev A has been assessed for comments on the layout. The following comments would be made:

- The principles of the internal layout as set out Section 3.24 of the TA are accepted.
- Parking is in accordance with the LHA's parking parameters as outlined in Section 3.37 of the TA.
- Parking dominance-this should be broken down where possible especially where spaces are next to one another over large spreads of the development.
- Raised tables on the north/south spine roads to reduce vehicle speeds has been shown in accordance with pre-application advice
- Road widths reviewed and demonstrated suitable for all vehicles
- Servicing arrangements confirmed in 3.41
- The layout has been revised to remove the 90 degree turn within the development as shown at pre-application. The latest design now shown provides a more workable solution to the previous plan.
- A pedestrian connection to Juno Close has been shown on the drawing.

Other Localised Improvements

As outlined in our pre-application comments it was suggested that some localised areas of mitigation should be investigated by the Design Team to further improve pedestrian connectivity around the immediate area.

- Investigate pedestrian crossings improvements to the South of the site such as Melbourne Avenue and Melbourne Road. These improvements could consist of junction tightening and tactile paving being added.
- Bus stop improvements-the existing bus stop on Shaftesbury Avenue could be improved and upgraded to Real Time Information or a bus shelter investigated.

The points above are acknowledged in the TA but there does not appear to be any confirmation or acknowledgement that these points have been investigated by the Design Team, therefore some clarity is required.

Network Capacity

The TRICS assessment provided is acknowledged for both residential and commercial uses. The housing mix and criteria are noted and in accordance with the likely development and as per the pre-application comments agreed by the LHA.

The TA has assessed the following junction:

- Junction 1 – Shaftesbury Avenue / Barrington Road Junction

It was advised in the pre-app discussions that the development should also assess the TA suggests the following junctions have not been assessed:

- Junction 2 – Stand Parade Roundabout
- Junction 3 – Goring Way / Mulberry Lane

Whilst the modelling shows the Shaftesbury Avenue/Barrington Road junction would continue to operate within capacity in all future year scenarios we would seek clarity that the other two junctions above have been assessed as per the pre-application advice and show no capacity impacts on the local network.

Travel Plan (TP)

The submitted travel plan is noted. The purpose of the TP will be to reduce single occupancy vehicle (sov) journeys and improve accessibility by non-car modes. This will be encouraged through a range of hard and soft measures. The TP specific measures should include; fast broadband for home working, space for delivery vehicles to reduce off site retail travel and potential publicly accessible parcel delivery/drop off point, electric vehicle charging, TP

leaflet and information on public transport, key services, walking/cycling maps, promoting car sharing and discounts with cycle shops, bus taster tickets, promote Easit network.

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.

Conclusion

The LHA would require the following to further assess the application:

- Stage 1 RSA point 3.2.1 addressed
- Confirmation of the localised improvements as outlined above
- Capacity testing updated to include the junctions suggested in the pre-application comments.

Jamie Brown
West Sussex County Council – Planning Services