

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Stephen Cantwell
FROM:	WSSC – Highways Authority
DATE:	8 th July 2025
LOCATION:	39 - 41 Brighton Road Shoreham-by-sea West Sussex BN43 6RE
SUBJECT:	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
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

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.

Access and Visibility

The site will utilise an existing access point onto the A259. As part of the pre-app discussions, it was agreed that a Stage 1 Road Safety Audit (RSA) would be required. From an inspection of the plans and information within the TA an RSA hasn't been submitted, given the number of units and the request within the pre-application advice we would seek that this is included within the supporting information.

A swept path analysis (drawing number 8838-WSP-XX-XX-M2-PL-005 (P02) has been provided to demonstrate that vehicles can access and egress without conflict will be included within the TS.

The site frontage should be set-back and dedicated to the Highway Authority 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.

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.

Conclusion

In line with the Pre-application advice the LHA would request a Stage 1 RSA is undertaken on the access strategy prior to further assessment of the proposals.

Jamie Brown
West Sussex County Council – Planning Services