WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils - FAO: Louise Prew
FROM:	WSCC – Highways Authority
DATE:	29 September 2026
LOCATION:	Car Park Adjacent Sandell House Railway Approach Worthing West Sussex
SUBJECT:	AWDM/1329/25 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.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been reconsulted on proposals for 27 x residential units adjacent Sandell House. In comments dated 16 December 2025 the LHA requested further information on several matters. The development has now been reduced from 29 x units to 27 x units.

UPDATED CAR PARKING AND TRIP GENERATION ASSESSMENT

19 x spaces are retained for the adjacent office use only with the residential dwellings proposed to be car free due to the highly sustainable location. Under WSCC Guidance development of 17 x 1-bedroom and 10 x 2-bed flats, a total 21 x resident and 5 x visitor spaces could be provided. As per previous comments, 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.

Cycle parking should be provided at 0.5 space per dwelling in communal facility – total 13.5. this should be rounded up to a minimum of 14 spaces considering highly sustainable location and car-free element. The communal facility shown provides for 13 x cycles thus should be amended.

Amended TRICs assessment shows 7 vehicle trips in AM and 6 in PM peak hours. In reality vehicle trips may be less as the development with zero car parking will appeal to non-car owners. Any additional trips as a result of the development are unlikely to result in 'severe' impact to the operational capacity of the of nearby road network.

ADDITIONAL INFORMATION REQUESTS FROM 16/12/25:

Commitment to providing contribution toward RTPI (Realtime) at Broadwater Bridge bus stops (primarily northbound but southbound is also welcomed).

This information has not been provided.

Updates to TPS.

Travel Plan Statement (TPS) still needs updating with details requested on 16/12/25:

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. a season ticket for the local bus service
   b. a rail season ticket or network card
   c. a contribution towards the purchase of a new bicycle and/or equipment
   d. Bikeability training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/roadsafety)
   e. 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

Confirm access arrangements (bell mouth to feature continuous footway across?)

No changes are proposed to the existing access. Whilst it would be beneficial for this to be widened to allow two cars to pass, the LHA are mindful that this has been operating as existing for the car park area without evidence of highway safety concern. LPA may wish to consider this from an amenity/ operational point of view.

Swept path tracking for refuse collection and emergency servicing vehicles.

Servicing will be from roadside, and tracking has been provided to show that refuse collection vehicle can turn at the culmination of Railway Approach.

Clarify parking demand for office.

This information has not been provided.

Consider motorcycle parking and accessible parking bay.

This information has not been provided.

CONCLUSION

Additional information is still required:

- Increased cycle parking (minimum 14 spaces)
- Commitment to RTPI
- Updates to TPS
- Clarify parking demand for office
- Consider motorcycle parking/accessible bay(s) for office

Please ask applicant for this additional information and reconsult

Katie Kurek
West Sussex County Council – Planning Services