

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Giles Holbrook
FROM:	WSCC – Highways Authority
DATE:	27 July 2026
LOCATION:	Land And Barns New Salts Farm New Salts Farm Road Lancing West Sussex
SUBJECT:	AWDM/0810/26 New development comprising the erection of 10 no. dwellings following the demolition of existing agricultural barns
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the full application AWDM/0810/26 with regards to access, highway safety and capacity matters. The proposals are for demolition of the agricultural barns on site and construction of 10 nos. dwellings (3 x 3-bed units and 7 x 4-bed units) with associated parking and landscaping. The application is supported by a Transport Statement (TS) and associated plans.

Access and Visibility

The application site is located to the southwest of New Salts Farm Road, within Shoreham-by-Sea. The site is accessed from New Salts Farm Road, a private unclassified road subject to 20 miles per hour speed restriction. The existing access will be retained but improved to provide a bellmouth style priority junction. The carriageway width will be 5.5 metres with 6 metres junction radii to accommodate large vehicles such as a refuse vehicle and a fire tender. The access is made a shared surface with a traffic calming feature to the north.

ATC speed surveys recorded 85th percentile speeds of 15.99 mph northbound and 16.44 mph southbound. There appears to be adequate visibility splays achievable along both sides of the road for the recorded speeds. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury incidents within the vicinity of the site access. Therefore, there is no evidence to suggest that the existing access is operating unsafely, or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The site lies within parking behaviour zone (PBZ) 4 where a 3-bed dwelling requires 1.7 spaces and a 4-bed dwelling requires 2.2 spaces. In accordance with WSCC's Parking Standards, there is a requirement of 21 spaces whereas the scheme proposes 24 car parking spaces. In addition to this, a

total of 4 visitor car parking spaces is provided. Safe and secure cycle parking spaces are provided within the curtilage of each dwelling.

The internal layout will have a shared surface arrangement. Swept path analysis is carried out for a refuse vehicle and a fire tender demonstrating access and egress in forward gear using the internal turning head.

Sustainability

The nearest bus stops are located along Brighton Road, approximately within 500 metres to the south of the site. These bus stops are served by 700 and N700 Coastliner providing access to Brighton, Shoreham-by-Sea, Worthing etc. There is also a school bus 19A providing connectivity between Shoreham and Lancing. Other local amenities, retail units and services at approximately a mile distance across the bridge to the east of Shoreham town. The nearest train station is Shoreham-by-Sea providing wider area connectivity to London Victoria, Portsmouth, Brighton etc.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to estimate the likely number of trips associated with the proposed residential uses. The proposed 10 nos. dwellings are anticipated to generate two-way vehicular trips of 7 in the AM peak, 5 in the PM peak and a total of 56 throughout the day. These trips are not expected to cause a significant impact on the operation of the local highway network.

Conclusion

The Highway Authority do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Car Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site vehicle parking spaces for the use.

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 LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Management Plan

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Roopa Bilichodmath
West Sussex County Council – Planning Services