WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils - FAO: Jo Morin
FROM:	WSCC – Highways Authority
DATE:	27 August 2025
LOCATION:	84 South Street Worthing West Sussex BN14 7LS
SUBJECT:	AWDM/0407/25 Proposed demolition of the existing Car dealership (Sui generis) and construction of a convenience store (Class E) with associated frontage parking. More information received from Jo Morin's email on 15th July 2025. Please see attached the updated plan showing the pedestrian crossing point consisting of dropped kerbs and tactile paving, updated State 1 RSA response report and Final Report, and updated Travel Plan. (From Jo Morin's email on 26th August 2025).
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for demolition of car dealership and construct new convenience store with frontage parking. In comments dated 22 July 2025 the LHA requested further information on several matters.

Realtime at St Dunstan's bus stops

Applicant has not addressed this point – the LHA consider that a contribution should be sought toward RTPI (Realtime information boards) at these bus stops and consider this accords with Worthing Local Plan policy DM15 in that such a contribution would *provide measures to support sustainable transport modes, support improvement of public transport…contribute to improved sustainable transport infrastructure*. This request also accords with para. 109 of National Planning Policy Framework in that *identifying and pursuing opportunities to promote…public transport,* para. 115 in that *sustainable transport modes are prioritised and safe and suitable access to the site can be achieved for all users* and para. 117 in that…*address the needs of people with disabilities and reduced mobility*. The majority of RTPI feature special audio facility to make bus travel easier for passengers with visual impairment, learning or reading difficulties. This request therefore promotes and encourages safe and suitable sustainable transport for all.

Update Road Safety Audit (RSA)

As no changes to widths of existing vehicle crossovers are proposed, tactile paving would not be required and thus issue 3.2 of RSA has been removed.

Issue 3.1 of RSA required a pedestrian crossing facility on desire line near the site in form of dropped kerb/tactile paved crossing. The applicant has now demonstrated this just north of existing vehicle access. These off-site highway works should be provided under s278 minor works agreement which can be secured either by condition (wording below) or via s106 legal agreement (along with the Travel Plan Statement), whichever the Local Planning Authority (LPA) prefer.

A copy of the signed Designers Response to the RSA has been provided under separate cover.

Stopping Up and Bollards

Areas within the site which are currently public highway are proposed to be stopped up. The extent of this is shown in stopping up plan drawing no. SSLWORTHINGSOUTHSTREET.1/09 Rev. P1. The Area Office raise no in principle objection to the stopping up but the process is controlled by Section 247 of Town and Country Planning Act and would be subject to a separate process administered by the Department for Transport's National Casework Team. The Highway Authority along with other statutory undertakers and interested parties would be consultees in this process. There is also no guarantee that this process would be successful. The comments made here would not constitute the Highway Authority's formal position regarding any future Stopping Up.

The bollards shown on site frontage on drawing title 2.4 x 43m VISIBILITY SPLAYS FROM EXIT no. SSLWORTHINGSOUTHSTREET.1/07 Rev P1 include bollard either side of site access points to address existing footway parking. The local Area Office welcome the bollards and as off-site highway works in the form of uncontrolled crossing are proposed, it is considered that these can be delivered in conjunction with this as part of the S278 minor works licence agreement. The Area Office recommend Glasdon Advanced Neopolitan™ 150 Bollard rebound impactapol in black with red/white banding as these will last a long time (WSCC no longer maintain parking restriction bollards).

Travel Plan Statement (TPS)

The requested updates have been provided – commitment to undertake simple travel audit, details of Cycle to Work scheme and cycle training. The TPS and associated monitoring fee of £1,695 should be secured via s106 legal agreement.

CONCLUSION

The Local Highway Authority does not consider that the 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 (paragraph 115), 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(s) and informative note(s) would be advised:

S106 -

Contribution toward RTPI at St Dunstans bus stops.

Securement of the TPS and associated monitoring fee of £1,695.

Offsite highway works (dropped kerb/tactile paved uncontrolled pedestrian crossing and bollards (if not secured by condition).

CONDITIONS-

Off-site Highways works inc. bollards (if not secured via s106).

No part of the development shall be first occupied until such time as the dropped kerb tactile paved crossing of South Street, as shown on drawing titled PROPOSED PEDESTRIAN CROSSING ON SOUTH

STREET TARRING and numbered SSLWORTHINGSOUTHSTREET.1/08 Rev. P1 and proposed bollards along site frontage are provided.

Reason: In the interests of road safety.

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.

Servicing Management Plan

The Delivery and Servicing Management Plan, which sets out the arrangements for the loading and unloading of deliveries, in terms of location and frequency, and set out arrangements for the collection of refuse shall be adhered to at all times. Once occupied the use shall be carried out only in accordance with the approved Plan.

Reason: to safeguard the operation of the public highway.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

INFORMATIVE

The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process.

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Highways Agreements Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Katie Kurek
West Sussex County Council – Planning Services