

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:
FROM:	WSSC – Highways Authority
DATE:	16 July 2026
LOCATION:	Unit 2 Brookside Avenue Rustington BN16 3LF
SUBJECT:	R/93/26/PL Demolition of existing building and erection of 4 No commercial units with associated access, parking and landscaping works (resubmission following R/224/24/PL). This application is in CIL Zone 4 (Zero Rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

WSSC as the County Highway Authority (CHA) has considered the above planning application for the demolition of the existing building and the creation of 4 commercial units with parking and cycle storage.

No objection is raised subject to any conditions attached.

Access

Access to the units will be taken from Brookside Avenue, a 30mph road, within the existing Brookside Industrial estate. Brookside Avenue has footways on either side and links into the wider pedestrian footway network.

The site will be demolished and in its place a 4 unit commercial building will be erected. As per site layout plan 31137A_90 Rev A. This will continue to use the existing access onto Brookside Avenue, which already provides a wide dropped kerb access on its northern boundary.

Eastern Car Park Access

The development provides a main entrance lobby and car parking area to unit 4 on its eastern side and the applicant will need to request a new vehicle crossover here to gain access to a small car park with 4 spaces and secure and covered cycle storage.

A plan of the vehicle crossover can be conditioned as part of the permission and delivered by the applicant under a s278 or minor works agreement.

Car parking

Based on the ADC parking standards a B2 development would require 20 parking spaces, while a B8 development would require 8 spaces.

The proposed development provides 17 parking spaces, comprising 3 spaces for each unit and 5 additional shared spaces. The additional parking provision would result in the loss of 2 on-street parking spaces on Brookside Avenue.

Cycle Storage

Cycle storage for each unit will be provided inside the unit, and this will be secure and covered. The cycle parking in the car park will be for visitors or staff but will not be covered. WSCC recommend Sheffield cycle stands are provided here as they are the easiest to use.

Swept Path Analysis

A swept path analysis confirms that a private car, 10m rigid HGV, and ford transit can safely access the new car parking spaces.

This includes servicing vehicles which will be accommodated within the site, allowing deliveries to take place off-street without impacting the highway.

Construction Management Plan

The CMP submitted highlights this is alive document and will be updated once a contractor has been appointed however WSCC has consider the plan and are satisfied it cover all the important points.

The anticipated number, frequency and types of vehicles used during construction will be 10-15 deliveries per day, including ready mix concrete and fixture and fittings. Method of access and routing will be via a one way vehicle access route will be adhered to, in on Brookside Avenue and out along Artex Avenue. Banksman and traffic marshals will be used where/if necessary.

Parking will be onsite or in the surround areas and workers are encouraged to use local transport if possible or to car share.

Deliveries will be managed with on time slots and real time communication with the drivers to ensure HGVs are able to enter and park on site. HGVs will not be kept on site unnecessarily. Materials will be delivered on a just in time basis to ensure storage areas and trips associated with deliveries are kept to what is required.

Material will be stored in a designated area, along with a site/welfare office, and hoarding and wheel washing will be provided.

The developer is part of the considerate contractor's scheme, and a direct point of contact will be communicated to local residents.

Summary

In conclusion, based on the information presented and viewed against paragraphs 115 and 116 of the National Planning Policy Framework, WSCC Highways are satisfied that this proposal would not result in any severe or otherwise unacceptable highway safety impacts. As such, no objection would be raised.

Alison Meeus
West Sussex County Council – Planning Services

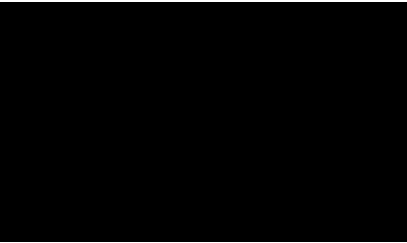
Conditions

Crossover access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the dropped kerb vehicular access serving the development on Brookside Avenue has been constructed in accordance with the plans and details to be submitted and approved to the LPA.

Reason: In the interests of road safety

PL- Consultation- WSCC Highways response



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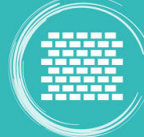
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Regards

Alison Meeus

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