

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC – Highways Authority
DATE:	26 May 2026
LOCATION:	77 Marlborough Road Lancing Business Park Lancing West Sussex BN15 8UF
SUBJECT:	AWDM/0525/26 Demolition of the existing single-storey industrial unit and redevelopment to provide two-storey industrial building (Use Class E(g)(iii)) comprising production, assembly, operational, ancillary storage and logistics space at ground floor with ancillary office, welfare and administrative accommodation at first floor, together with associated access, car parking and cycle parking.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The proposal is for the demolition of the existing single-storey industrial unit and redevelopment of the site to provide a two-storey industrial building. The application is supported by a Transport Assessment compiled by GTA Civils. From observation of the submitted plans and details, the Local Highway Authority raise no overall safety concerns to the proposal.

Access

The proposed access arrangements include making use of the existing bell mouth access to the west of the existing building and proposes to drop the kerb line along the entire property frontage. This additional dropped kerb will facilitate two additional parking spaces, one of which is a mobility inclusive space. The new dropped kerb will also provide ramped access for smaller delivery vehicles to enter the site along the eastern boundary and gain access into the unit.

This will also require the removal/relocation of the associated street lighting column. Any street furniture, lamp columns and utility plant within 1m must be relocated at the expense of the applicant or written confirmation in advance of the application from the utility owner must be provided to confirm that they have no issue with the distance you are proposing. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of any utility plant or other street furniture. Consideration will also be given to footway inspection covers, that may require alteration. Contact with utility company should be made prior to an application to determine suitability.

Any altered vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained. The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

The applicant is encouraged to ensure that their access proposals align with the WSCC guidance, WSCC Vehicular Cross Over: Application Criteria guidance, which can be found at the following link: https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf
A suitably worded informative has also been included below.

The access routes and parking/ turning facilities have all been demonstrated as being sufficient for the use by means of swept path diagrams. It is noted that parking space no.11 may require a multiple stage manoeuvre due to the proximity to the associated bin store, however this would not be anticipated to provide a highway safety concern. Vehicles making use of the proposed roller shutter door should not overhang the footway whilst servicing.

Visibility from the two access points and frontage parking has not been demonstrated. It is accepted that the existing access will be operating as currently functioning, from observation of the most up to date collision data provided to WSCC by Sussex Police, there appears to have been no highway collisions or personal injury claims registered at this location to flag any existing concern with its use.

Visibility from the frontage parking spaces and eastern access point would be anticipated to be sufficient also, given the presence of the wide footway fronting the property. Forward visibility along Marlborough Road is also at a level that oncoming traffic could anticipate a manoeuvring vehicle at this point. Vehicles reversing from frontage parking spaces is a practise with neighbouring properties in this location and appears to function with no known highways' safety concerns. Signage has not been shown at the property frontage, however, should this be proposed at any time, should be positioned at a height of below 0.6m to ensure that visibility remains achievable in perpetuity.

Parking

The Transport Assessment outlines that a proportion of the current workforce live locally to the site, meaning that walking and cycling are realistic and attractive options for travelling to and from work. In addition, some employees car share at the current site, which helps to reduce the overall number of vehicles travelling to and from the site on a daily basis.

10 full time employees are proposed to work at the new unit. Currently the unit is served with 5 parking spaces, the proposals seek to bring the overall provision up to 11, adding a further 6 vehicular parking spaces to the site, one of which will be an accessible parking space.

WSCC standards outline that 1 space per 30sqm is suitable for for an E class use. This would require 25 spaces at the development site. It is acknowledged that the proposed 11 spaces falls short of this provision, however the LHA must also consider the sustainable nature of this site which offers alternative means of travel for staff and visitors.

It has been outlined that half of the parking bays will accommodate for EV charging.

The disabled parking bay should accord with details stipulated within the department for Transports' Inclusive Mobility standards.

Alternative parking opportunities also exist in nearby paid for provisions, such as Marlborough Road Car Park 130m east of the site and nearby on street parking locations. Key locations on the highway are subject to parking restrictions to prevent parking in unsafe locations on the highway network.

Sustainability

Cycle parking provisions have been proposed and facilitate more sustainable options for commuters and visitors of the site, 8 cycle parking spaces have been stated as being suitable for the proposal. WSCC standards outline that 1 space per 150sqm is suitable for for an E class use to serve staff and 1 space per 500sqm for visitors. This outlines the requirement for 5 staff spaces at the development site and 2 visitor cycle parking spaces.

Regular Bus services operate to the south along Brighton Road A259 and to the west, along Western Road which are approximately a 5-8minute walk from the site and therefore within acceptable walking distance of 400m suggested by CIHT. With regular routes to Worthing, Durrington and Old Steine running before 9am and departing after 5pm commuting by public transport is considered to be a realistic option for employees.

Lancing railway station is a 14minute walk from the site offering a sustainable alternative to the car for commuters further afield, travelling along the Southern Route between Southampton and Brighton.

Trip Generation

TRICS (Trip Rate Information Computer System) has been used to derive a trip rate for the proposed use. The trip rates outline 7 two-way movements in the AM Peak would be expected, 7 and in the PM peak 6 two-way movements are forecast. Overall, a total of 59 two-way movements are anticipated. The Transport Statement outlines that this provision is not materially higher than that of the current use which has potential to generate 38 two-way movements per day with 4 two-way movements in the AM peak and 4 two-way movements in the PM peak hours.

Servicing

It has been outlined that the existing delivery, refuse and recycling arrangements will continue and will be accommodated roadside. Small Deliveries can be accommodated with the ramped access to the production area; large HGV deliveries have been outlined as only occurring 1-2 times per year.

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 116), and that there are no transport grounds to resist the proposal.

Conditions

Access (details approved, access provided prior to first use)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

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.

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.

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.

Informative

Works within the Highway – Area Office Team

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 Area Highway Manager (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.

Jodie Wilkes

West Sussex County Council – Planning Services