DURRINGTON BRIDGE HOUSE, WORTHING

TRANSPORT STATEMENT

15 August 2025

EVOKE

DURRINGTON BRIDGE HOUSE, WORTHING

TRANSPORT STATEMENT

PROJECT DETAILS	
Project Name:	Durrington Bridge House, Worthing
Client:	DBH Worthing Limited
Document Type:	Transport Statement
Document Reference:	R-25-0121
Date:	15 August 2025

APPROVAL					
Number:	**Name:**		**Position:**	**Date:**	**Modifications:**
01	**Author:**	Pia Tiley	Principal Consultant	13/08/2025	
	Checked:	David Fletcher	Director	15/08/2025	
	Approved:	David Fletcher	Director	15/08/2025	

Reading

Evoke Transport
Impact Working
R + Building
2 Blagrave St
Reading
RG1 1AZ
T: 0118 380 0182
E: info@evoketransport.co.uk

Birmingham

Evoke Transport
Alpha Works
Alpha Tower
Suffolk Street Queensway
Birmingham
B1 1TT
T: 0121 663 1719
E: birmingham@evoketransport.co.uk

Cheltenham

Evoke Transport
The Site
24 Chosen View Road
Cheltenham
GL51 9LT

T: 0124 232 3051
E: cheltenham@evoketransport.co.uk

www.evoketransport.co.uk
Linkedin.com/company/evoke-transport

Table of contents

List of Figures

List of Tables

Appendices

1. Introduction

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by DBH Worthing Ltd to produce a Transport Statement (TS) to support a planning application to convert the existing office building to 101 residential flatted units at Durrington Bridge House, Worthing.

1.1.2. The local planning authority (LPA) is Adur and Worthing Council (AWC) and the local highway authority (LHA) is West Sussex County Council (WSCC).

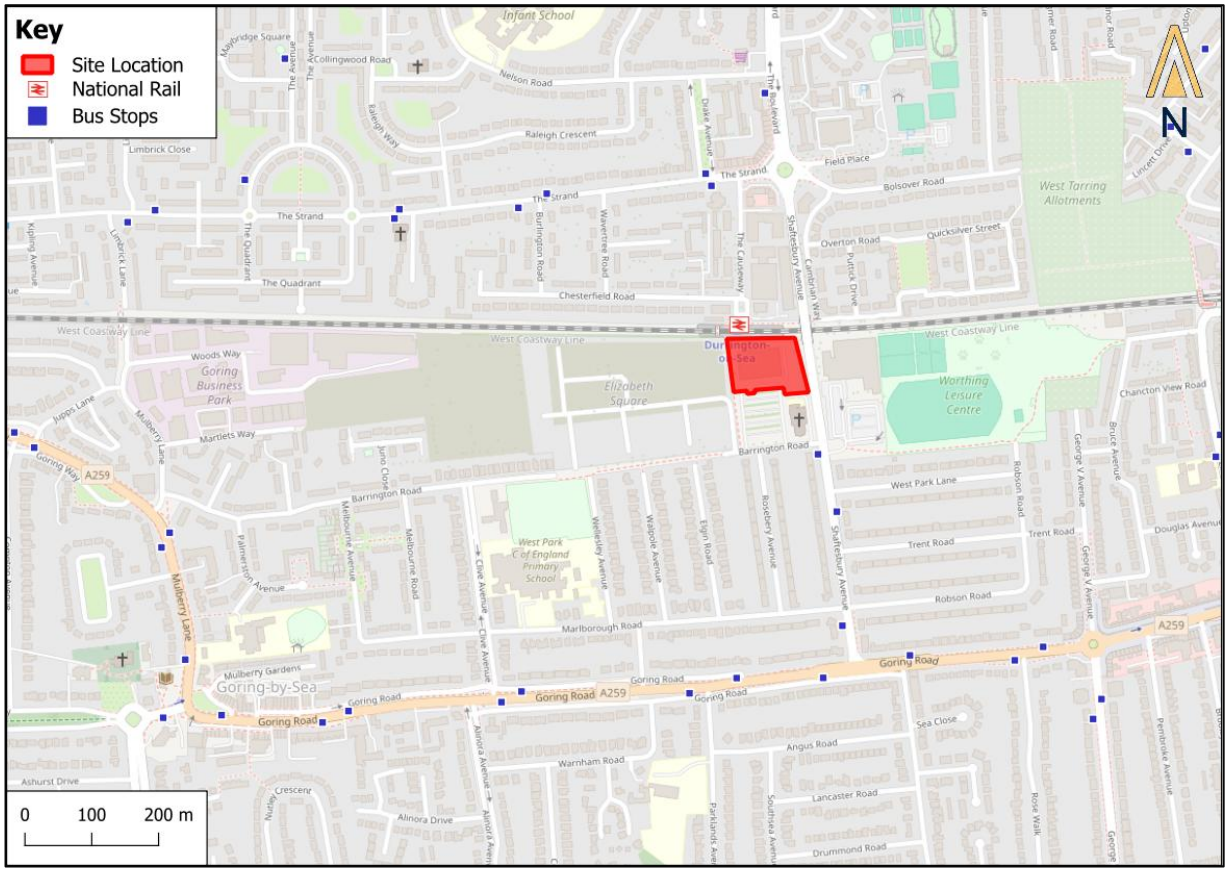
1.2. Site Location and Context

1.2.1. The site comprises the former WSCC offices and is located on the western side of Shaftesbury Avenue, to the immediate south of Durrington-on-Sea railway station. The railway line forms the northern border of the site. The site is bound to the west by a formal footway which connects Barrington Road directly to the Durrington-on-Sea railway station, with a new residential development, known as the "Bellway Scheme, Elizabeth Square" located further to the west, which previously comprised HM Revenue and Customs offices.

1.2.2. The site is bound to the south by car parking associated with the former site, with Barrington Road located further to the south. Shaftesbury Avenue forms the eastern border.

1.2.3. The location of the site is outlined in Figure 1 below.

Figure 1 – Site Location Plan



Source: QGIS

1.2.4. The site is currently accessed off Barrington Road, with two access points providing a one way system; the access to the west is access only, with the eastern access being egress only. This arrangement is proposed to be retained. This creates a one-way movement through the site preventing congestion and

allowing an easier and safer route for refuse and HGV vehicles, this layout is already in place at the site and was used via the previous occupiers.

1.3. Planning History

1.3.1. The development received planning permission in September 2024 under reference NOTICE/0016/24. The description of development read "*application for Prior Approval of Proposed Change of use from commercial (Use Class E) to residential (Use Class C3) to create 101 self-contained flats*."

1.3.2. The LHA provided consultation comments in response to the proposed development in September 2024, with key points raised by the LHA noted below:

- A Transport Statement (produced by Motion) was submitted to support the application which assessed 107 residential flatted units (rather than 101 consented);
- Access to the development site is proposed via the existing western access to the south of the site with egress from the site will be to the south-east via the existing egress only junction. The existing access has been in use for some time with no known problem;
- The LHA has reviewed the latest collision data and no safety issues are apparent;
- Swept path analysis has been provided which demonstrates that parking and turning manoeuvres for vehicles, fire tender and refuse vehicle can safely access/egress the site;
- The TRICS trip generation was accepted and found that the proposal would not give rise to any increase or material impact in the character of traffic in vicinity of the site;
- 111 car parking spaces were proposed, with 20% of spaces to be fitted with electric vehicle charging points. 116 cycle parking spaces were proposed, which exceeds the LHA's parameters;
- The site is well located to encourage travel by sustainable modes, with rail and bus services accessible within walking/cycling distance from the site which will provide residents and visitors with opportunities;
- Travel Plan to be secured via condition;
- No highway grounds to resist the prior approval.

1.3.3. The above comments were reflected in the Officer Report dated September 2024, with the Officer also raising the new following comments with regards to highways/transport:

- The site is in a highly sustainable location within easy walking distance of the various shops and services available within The Strand local shopping centre, and with good public transport links within accessible walking distance, by bus (nearest bus stop is 200 metres away with routes along The Boulevard/Shaftesbury Avenue) and train (Durrington rail station is 450 metres away); and
- Refuse and recycling provision would be located to the southwest corner of the site and Waste Services have confirmed that this would not raise any issues in terms of location or access for collection.

1.3.4. The site layout plans approved under NOTICE/0016/24 are included as **Appendix A.**

1.4. Proposed Development

1.4.1. This application continues to propose a change of use at the site from office to 101 residential flatted units (66 x 1-bed and 35 x 2-bed units). The access arrangements remain the same as existing/proposed within the approved planning application, as does the level of cycle parking and the refuse and recycling provision as outlined above.

1.4.2. However, this application seeks to reduce the level of car parking to a more appropriate level from the approved level of 111 spaces to 79 spaces to reflect the sustainable location of the site.

1.4.3. As such, the key focus of this TS is to justify the level of proposed car parking at the site. An increase in the level of electric vehicle charging points is also proposed, to bring the site in line with WSCC standards.

1.5. Report Structure

1.5.1. As set out above, the site benefits from existing planning permission (NOTICE/0016/24) for the change of use from office to 101 residential flatted units, with a TS previously produced by Motion to support the proposals. As such, a large amount of the key highways/transport details have already been set out and agreed by the LPA/LHA.

1.5.2. The focus of this TS is therefore to justify the reduced level of car parking at the site, with the TS produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance.

1.5.3. Following this introductory section, this TS is set out as follows:

- **Section 2**: **Proposed Development –** Reiterates the development proposals, including access arrangements, delivery and servicing strategy and cycle parking arrangements, and sets out proposed updates to the development with regards to car parking;
- **Section 3**: **Parking Rationale** – Summarises the proposed parking arrangements and provides justification for the provision;
- **Section 4**: **Trip Generation and Development Impact –** Re-iterates the approved trip generation associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 5**: **Summary and Conclusions –** Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

2. Proposed Development

2.1. Context

2.1.1. This chapter of the report reiterates the proposed development quantum, while also detailing the access, indicative site layout and delivery and serving arrangements.

2.2. Development Details

2.2.1. As set out above, the site benefits from existing planning permission (NOTICE/0016/24) for the change of use from office to 101 residential flatted units. The site layout plans approved under NOTICE/0016/24 are included as **Appendix A.**

2.2.2. This new and updated application generally forms a resubmission of the previous application, with amended car parking details.

2.2.3. As such, the proposed residential accommodation schedule remains as the following:

- 66 x 1-bed units;
- 35 x 2-bed units.

2.2.4. The proposed updated parking arrangements are included as **Appendix B.**

2.2.5. A key aspect of the of the proposals involve reducing the dominance of car parking throughout the site and therefore reducing the level of approved car parking from 111 spaces to 79 spaces. The proposed parking ratio is now at 0.78 spaces per unit across the site. The parking continues to be located within a communal area around the site, within easy access of the residential units. Further information and justification on car parking provision is set out in **Section 4.**

2.2.6. The reduction in parking will allow for the southern parcel of existing office car parking to be redeveloped in the future as part of a separate planning application.

2.3. Access Arrangements

2.3.1. The site is currently accessed off Barrington Road, with two access points providing a one way system; the access to the west is access only, with the eastern access being egress only. This arrangement was proposed to be retained as part of the previously approved application at the site.

2.3.2. It is now proposed that the eastern egress is provided as both the access and egress with the no entry signage and white lining removed. The existing egress provides sufficient width for two cars to pass.

2.3.3. The existing footway on Barrington Road exceeds 2.4m ensuring that a visibility splay of 2.4m x 43m in accordance with the 30mph speed limit is achieved at the access junction, this is demonstrated at **Appendix C**. As set out above, the LHA previously provided positive comments with regards to the existing and proposed access at the site, noting that the existing access has been in use for some time, with no known issues, including safety issues.

2.4. Pedestrian and Cycle Access Arrangements

2.4.1. Considering the existing use of the site as WSCC offices, the site benefits from good existing pedestrian and cycle infrastructure.

2.4.2. The site is accessible on foot via lit footways on both sides of Barrington Road which provide direct access to the site and lead directly onto Shaftesbury Avenue, providing a continuous route to local amenities and the local bus stops/ train station.

2.4.3. Dropped kerbs are provided at crossing points to aid accessibility. Footways are provided on all local roads providing access to a number of local amenities. In addition to this, the site is bound to the west by a formal footway which connects Barrington Road directly to the Durrington-on-Sea railway station.

2.4.4. A designated local cycle route runs along Shaftesbury Avenue to the immediate east of the site, continuing both north (towards Durrington) and south/south-east/east towards the coast and Worthing, including providing a connection to National Cycle Network (NCN) Route 2 which is approximately 1.3 kilometres south of the site which provides links from Cornwall across the South Coast to Dover.

2.4.5. This was reflected in the LHA comments on the approved application at the site, which noted that the site is well located to encourage travel by sustainable modes, and furthered within the Officer's Report which noted that the site is within a highly sustainable location.

2.4.6. Considering this, and the nature of the change of use application, no changes were proposed to the existing pedestrian and cycle access arrangements.

2.5. Cycle Parking

2.5.1. The site continues to propose cycle parking in line with WSCC parking standards which state that 0.5 cycle parking spaces are required per dwelling. This requires the site to deliver 51 cycle parking spaces.

2.5.2. The development continues to propose 116 cycle parking spaces which is significantly above standard and will ensure opportunities to utilise this mode of transport are maximised.

2.5.3. Cycle parking continues to be proposed in the form of 44x two-tiered cycle spaces and 14x Sheffield Stands, which will be delivered under a separate forthcoming application. All cycle parking will be covered and contained within a secure shelter.

3. Parking Rationale

3.1.1. This section of the report further outlines the proposed parking provision and outlines the rationale behind this provision.

3.2. Context

3.2.1. As set out above, this updated application proposes to reduce the level of parking that was approved under NOTICE/0016/2 at the site from 111 to 79 spaces.

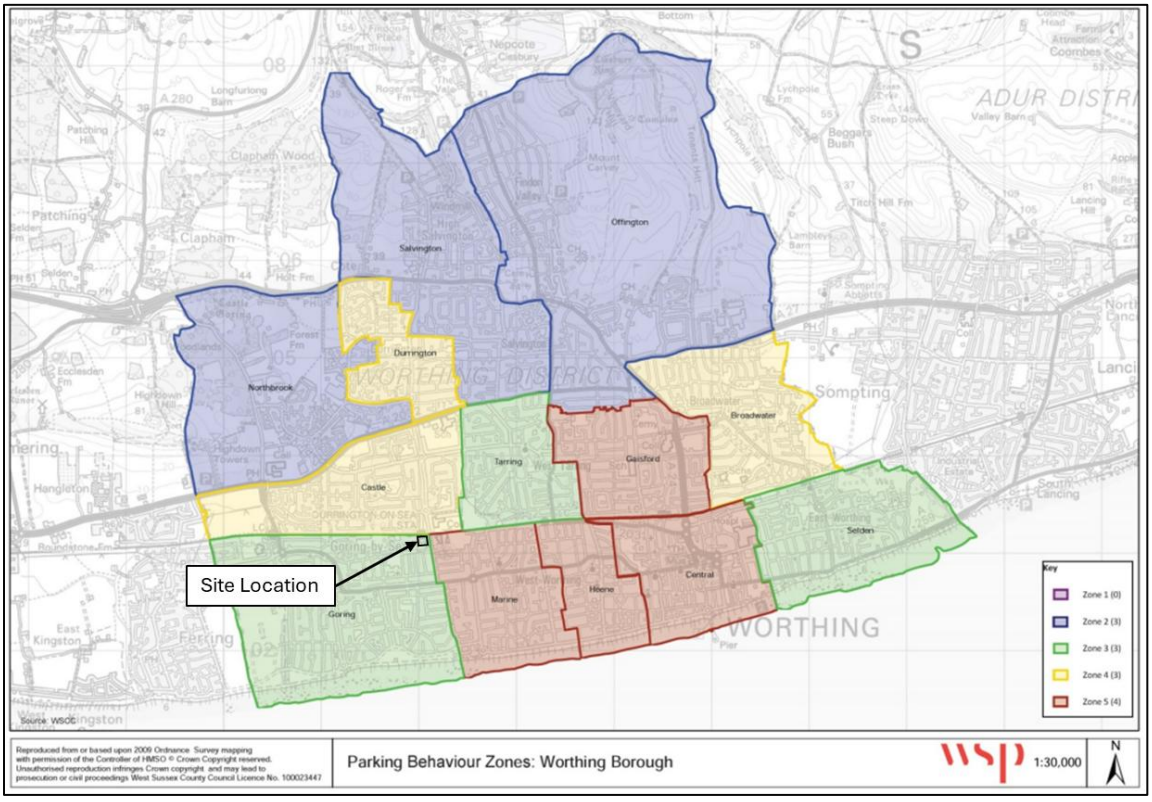
3.2.2. In the first instance, it should be noted that TS was produced to support a development of 107 residential flatted units, with 111 car parking spaces proposed in line with WSCC's car parking standards for Zone 3. However, the quantum of development was reduced slightly to 101 residential flatted units, Technically, the parking provision could have been reduced to 106 spaces and therefore the currently proposed parking provision overprovides on spaces by 5 when utilising the WSCC car parking standards for Zone 3.

3.3. Residential Car Parking Provision

WSCC Standards / Proposed Provision

3.3.1. WSCC parking standards are set out in a document titled "*Guidance on Parking at New Developments*" dated September 2020. Parking standards are set out for areas defined as Parking Behaviour Zones (PBZ) with Appendix A including maps of each area within WSCC and which PBZ they fall in to. The site is located within PBZ 3, however is on the border of PBZ 4 and 5, as shown below. Of note, PBZ 5 denotes areas which are seen as having the most access to sustainable transport options, with PBZ 1 denoting the areas which have the least access to sustainable transport options. Figure 2 illustrates the PBZ' within Worthing, taken from the aforementioned document. The location of the site is also illustrated.

Figure 2 – WSCC Parking Behaviour Zones



Source: WSCC Guidance on Parking at New Developments, September 2020, Appendix A

3.3.2. Table 1 below reproduces the parking standards per dwelling based on the number of bedrooms. Considering the site only proposes 1 and 2 bedroom units, only these standards have been replicated.

Table 1 – WSCC PBZ Zones and Parking Standards

Number of Bedrooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1.5	1.4	0.9	0.9	0.6
2	1.7	1.7	1.3	1.1	1.1

3.3.3. Based on the above standards for PBZ3, the site is required to provide 106 car parking spaces. This equates to a parking ratio of approximately 0.95 per flat. It should however be noted that the WSCC parking standards allow for a 10% reduction (or increase) to accommodate potential variations in parking demand within a single ward. Similarly, a 10% reduction is allowed to be applied considering the current and emerging guidance on the promotion of sustainable travel modes and choices. Applying the 10% reduction to this site reduces the required parking provision down to 96 spaces.

3.3.4. However, the WSCC guidance states that;

- "in general, the choice of the PBZ should correspond to the location of the development. However, if the location is not regarded as typical of the PBZ; for example, sites near transport hubs, then consideration can be given to using a different PBZ that more closely relates to the location of the development."

3.3.5. In addition to this, consideration has been given to the methodology behind the derivation of the PBZ's, which is understood to have been identified and analysed by WSP who were commissioned by WSCC. Details of the methodology are set out "*Draft Guidance on Parking at New Developments, Report by Executive Director of Economy, Infrastructure and Environment and Director of Highways and Transport*". Of note, it is understood that 2011 Census data and other supporting evidence was used to derive the five PBZ's, with the Zone's being described as the following:

- "Zone 1 – Rural: village locations, e.g. West Chiltington, Hickstead;
- Zone 2 - Peri-rural: large villages or small settlements close to towns e.g. Angmering, Pulborough, Fishbourne;
- Zone 3 – Suburban: on the edge of small towns, e.g. Horsham, Bognor Regis, Haywards Heath, Littlehampton;
- Zone 4 – Urban: within towns but not in a central location; and
- Zone 5 - Dense-urban: within towns and close to a defined town centre or inter-urban railway station.

3.3.6. As such, the aim of this section is to demonstrate that the characteristics of the site and its location more closely align with the sustainable transport options that would be found within PBZ5, with the parking standards for that zone being more applicable.

3.3.7. Should PBZ5 standards be utilised, the site would be required to provide 79 car parking spaces, which is the level of parking now proposed. This equates to an approximate parking ratio of 0.78. The spaces are proposed to be retained at surface level and are illustrated in **Appendix B.**

Nearby Application

3.3.8. Further useful context involves the adjacent development located to the west of this site at the former HM Revenue and Custom offices. This site was granted outline planning permission in July 2020 (under ref: AWDM/1979/19) for;

- "The demolition and phased, comprehensive, residential-led redevelopment for a maximum of 287 dwellings (use class C3), of which up to 140 would be houses (number of flats unknown due to change in number of houses - originally thought to be up to 158 would be flats/retirement apartments. Provision of a 68-bedroom care home. Provision of car parking, landscaping and associated works. All detailed matters reserved except for access points at the site boundaries."

3.3.9. The neighbouring Bellway scheme has 123 unallocated parking bays for the 148 flats equating to a ratio of 0.83 spaces per flat. As such it is evident that a ratio broadly comparable with the application of Zone 5 standards has been accepted.

3.4. Parking Justification

3.4.1. The below sections outline the parking justification and rationale for the suitability of reduced parking provision for the proposed development.

3.4.2. The NPPF states at paragraph 112 when setting local parking standards for residential and non-residential development, policies should take into account:

- A) the accessibility of the development
- B) the type, mix and use of development
- C) the availability of and opportunities for public transport
- D) local car ownership levels; and
- E) the need to ensure an adequate and provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.4.3. This paragraph is also referenced within the WSCC parking standards document.

3.4.4. Each of the above points are taken in turn below.

Accessibility and Public Transport (Point A and C)

3.4.5. The site is located to the north-east of the centre of Goring-by-Sea, and to the west of Worthing and is located within a sustainable location, with access to a range of facilities available via non-motorised modes of transport.

3.4.6. As set out above, this is reflected in both the LHA's consultation response and the Officer's Report included as part of the approved application at the site. As such, the sustainable location of the site is already well established. Nonetheless, the below text provides further details as to the sustainable transport modes that would be on offer to future residents at the site.

Walking

3.4.7. The route to Goring-by-Sea involves utilising the existing pedestrian infrastructure located along Barrington Road and its surrounding residential roads to meet the A259 (which benefits from pedestrian footways on both sides of the carriageway) to provide access to the centre of Goring-on-Sea and the amenities available within.

3.4.8. While the centre of Worthing is not within walking distance, it is accessible via Durrington-on-Sea railway station which is located to the immediate north of the site and accessible via the Public Right of Way (PRoW) which runs along the western border of the site. Pedestrians are able to access this via a pedestrian link located to the immediate south-west of the existing building, rather than having to route through the site to Barrington Road. As such, the southern side of the railway station is located just 70m walk from the site, with a pedestrian bridge over the train tracks provided to reach the opposite side. From here, a large number of amenities are accessible slightly further to the north, located off The Causeway.

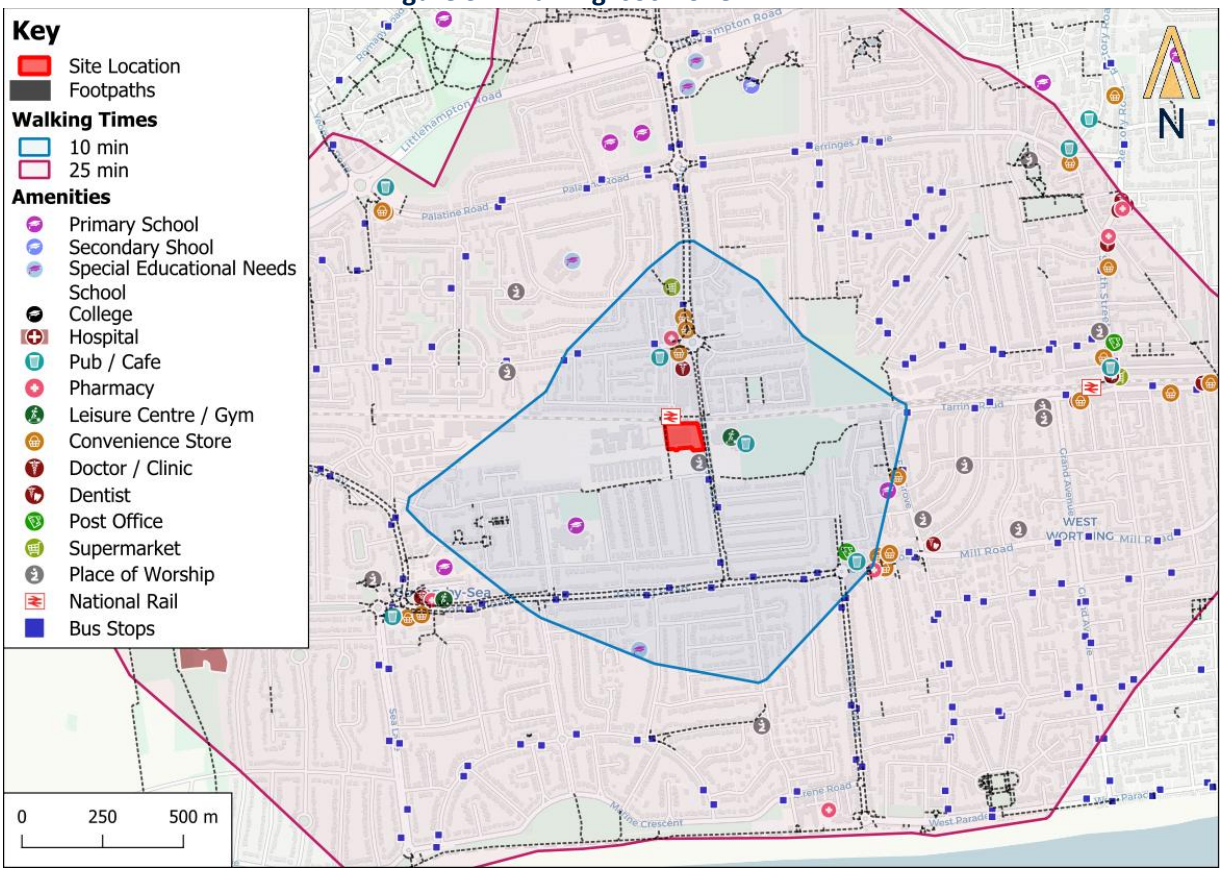
3.4.9. In addition to the above, pedestrians from the site are able to access the Worthing Leisure Centre and the amenities within using the existing pedestrian infrastructure accessible from the site. A signalised crossing point is provided just south of the Barrington Road / Shaftesbury Avenue junction to provide safe crossing.

3.4.10. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.

3.4.11. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m) with the Guidelines for Providing for Journeys on Foot (2000), stating in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres (around 25 minutes).

3.4.12. **Error! Reference source not found.** shows a walking isochrone which demonstrates the areas and amenities that can be reached within a 15- and 25-mintue walk of the site.

Figure 3 – Walking Isochrone



Source: QGIS and Openroute Service (walk speed 5kph)

3.4.13. The isochrone demonstrates that Durrington-on-Sea railway station, bus stops, convenience stores, education, leisure, health and retail facilities are all located within a 10-minute walk of the site. Further destinations are available within the maximum acceptable walking distance of 25 minutes. These amenities also provide employment opportunities for future residents.

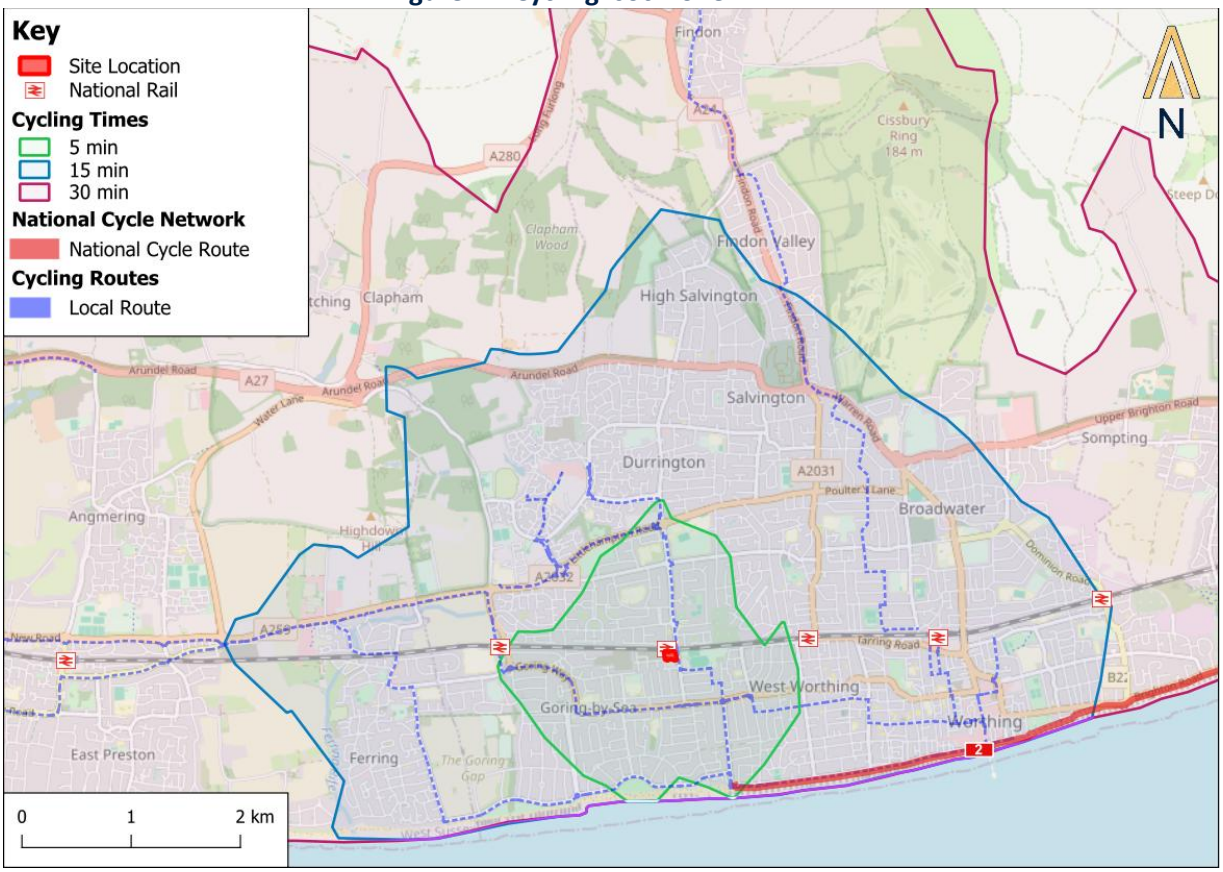
Cycling

3.4.14. Cycling is also considered an important mode of sustainable travel, and five miles (8.0km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).

3.4.15. A designated local cycle route runs along Shaftesbury Avenue to the immediate east of the site, continuing both north (towards Durrington) and south/south-east/east towards the coast and Worthing, including providing a connection to National Cycle Network (NCN) Route 2 which is approximately 1.3 kilometres south of the site which provides links from Cornwall across the South Coast to Dover.

3.4.16. Figure 4 shows a cycle isochrone which demonstrate the areas that can be reached within a 5-, 15-, and 30-minute cycle of the site. The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 4 – Cycling Isochrone



Source: QGIS and Openroute Service (cycle speed c. 18kph)

3.4.17. The isochrone demonstrates that Goring-on-Sea is accessible within a 5-minute cycle from the site, along with Durrington-on-Sea railway station and Goring-by-Sea railway station. Worthing, Broadwater, Durrington, Ferring and Salvington are located within a 15-minute cycle from the site, as well as further railway stations. Locations such as Lancing and Angmering are accessible within a 30-minute cycle.

Public Transport

3.4.18. As illustrated in Figure 3 and Figure 4, the site is located within walking/cycling distance of both railway stations and bus stops.

3.4.19. The closest bus stop is located just south of the Barrington Road / Shaftesbury Road junction, less than 200m from the site. Table 2 provides a summary of the destinations served and the approximate frequency of the services available from the aforementioned stops. Other services are provided from bus stops along Goring Road, The Strand and The Boulevard.

Table 2 – Bus Services

Service Number	Route Summary	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
9	Holmbush Shopping Centre - Arundel	1 per hour	1 per hour	N/A
743	School Service	-		
N700 Coastliner	Brighton - West Durrington	Every 15 minutes	Every 15 minutes	Every 15 minutes

3.4.20. Durrington-on-Sea railway station is located approximately 100m from the site, accessible via the PRoW which runs to the immediate west of the site. WSCC parking standards define PBZ 5 as a location which is close to an inter-urban railway station. As such, the proximity of the railway station to the site suggests that PBZ 5 would be applicable in this instance.

3.4.21. The station benefits from 26 cycle stands which are safeguarded by CCTV surveillance, as well as providing step-free access to all platforms. Frequent services are provided to Littlehampton (4 per hour during the week), Brighton (2 per hour during the week), London Victoria (2 per hour during the week), Chichester (2 per hour during the week) and Portsmouth/Southsea (1 per hour during the week).

Summary

3.4.22. The site is in an accessible location by all modes of transport and is well connected by a comprehensive network of pedestrian and cycle facilities ensuring that walking and cycling are both viable modes of travel to and from the site. There are a wide range of facilities close to the site, including education, employment, retail, health and leisure uses, all of which are within a reasonable walking or cycling distance. The level of accessibility to frequent bus services, and the immediate proximity of the railway station ensures that public transport is also a viable mode of transport.

Type and Mix (Point B)

3.4.23. In terms of the type and mix of accommodation, the units are a mix between one and two bed units. As such, the units are not considered to be large family units which would be more likely to require demand for a car. Furthermore, all units will be privately rented and therefore future residents would rent these units knowing there is limited parking available.

Local Car Ownership (Point D)

3.4.24. The Census 2021 data shows a parking ratio of 0.87 per flat in the Worthing 013 Middle Super Output Area (MSOA) where the site is located, as outlined in Table 3 below.

Table 3 – Car Ownership for Flats in Worthing 013 MSOA

No. of Cars	2011			2021		
	No.	%	Parking Demand	No.	%	Parking Demand
No cars or vans in household	268	34%	0	243	30%	0
1 car or van in household	414	53%	414	434	53%	434
2 or more cars or vans in household	99	13%	198	138	17%	276
TOTAL	**781**	**100%**	**612**	**815**	**100%**	**710**
Average Cars per Household	**0.78**			**0.87**		
Car Ownership for 101 Dwellings	**79**			**88**		

3.4.25. Applying this to the proposed quantum of development, the site would require 88 car parking spaces. Notably, the Census shows that 30% of all flats within the MSOA do not own a car at all, and as such, it is clear that existing residents in the area are able to successfully live without the need to own a car. As set out above, the site proposes 79 car parking spaces which results in a parking ratio of 0.78.

3.4.26. It should however be noted that, similarly to the PBZ's, the site is on the far north-east edge of the MSOA (and the LSOA), with the remaining area not being as well served by public transport. It is likely that this has resulted in inflated car parking figures, with the site itself requiring much less parking than other sites within the MSOA/LSOA due to its proximity to the railway station, bus stops and local amenities.

Adequate and provision of spaces for charging plug-in and other ultra-low emission vehicles (Point E)

3.4.27. The current approved level of electric vehicle charging points on site is 20%, as set out in the supporting TS as well as the LHA's consultation response and the Officer's Report. This equates to 23 of the 111 approved car parking spaces having an electric vehicle charging point. It is stated that this aligns with WSCC's car parking standards for electric vehicles, which would be required to increase to 28% in line with annually increased standards (which aligns with 2020 requirements). Should the site come forward now, it is this level of electric vehicle charging which would be included.

3.4.28. However, this new application proposes to align the number of electric vehicle charging with the WSCC 2025 requirements, where 45% of spaces are required to have active electric vehicle charging facilities. As such, of the 79 proposed car parking spaces, 36 of the spaces will be fitted with electric vehicle charging points.

Other Considerations/Details

Surrounding Parking Restrictions

3.4.29. The Lambeth Parking Survey methodology, which is the most widely accepted industry methodology for parking, states that residents want to park within 200m of their property (2-3 minutes' walk). The nature of the surrounding area within 200m of the site limits the ability for futures residents to park within these areas, for example, and as set out above, the Bellway Elizabeth Square scheme is coming forward to the west of the site which will include allocated parking and Controlled Parking Zones.

Availability of Public Car Parking Spaces

3.4.30. Public car parking is available within close proximity of the site at the Worthing Leisure Centre. It is understood that this car park offers unrestricted parking (with no maximum stay and no charge) and includes 241 car parking spaces. This car park is located under 200m from the site, accessible via a signal

controlled pedestrian crossing point located just south of the Barrington Road / Shaftesbury Avenue junction.

3.4.31. Further public car parks are available at Brooklyn Avenue and Elm Grove, located approximately 1km from the site, which equates to a 15-minute walk. These car parks offer a combined 55 spaces and are also unrestricted (with no maximum stay and no charge).

3.4.32. There also appears to be a multi-storey car park located to the east of the Durrington-on-Sea railway station (northside) known as "Apartments car park". No further information is available regarding this car park and has therefore not been included as part of the public car parking space availability.

3.4.33. As set out above, a number of the car parks allow parking for long periods, with no maximum stay. This provides an option for ad hoc visitor parking at the site, however considering the sustainable location of the site, this is not envisaged to be required.

Car Club

3.4.34. It is understood that the adjacent site approved under AWDM/1979/19 and further reserved matters applications is required to deliver three car club spaces. As per the Decision Notice issued regarding AWDM/0937/23 (Approval of Details Reserved by Condition 18 (Parking) Application AWDM/1979/19), the amended Parking Allocation Plan DR-C-7036 P1 of January 2025 shows the final location for the three car club spaces. These are numbered 1-3 in the apartment parking area, which is part of the final phase of development.

3.4.35. The Applicant is required to make short-term arrangements for temporary car club parking using other spaces within the completed phases of the development. The residents of this proposed site would be able to benefit from this provision.

3.4.36. In addition to this, Enterprise Car Club have two locations within Worthing (approximately 2km and 3km from the site) and a further location in Dorrington (approximately 1.5km from the site). A Co Wheels base is also located in Dorrington. These locations would be accessible by cycle or by bus.

3.4.37. The CoMo Annual Report (2023) stated that each car club in the UK replaced between 14-32 private cars. Furthermore, within information provided by Enterprise, they state that a typical car club vehicle replaces more than 23 vehicles off the road. In addition, the CoMo guidance states that 69% of existing car club members said that their household does not have access to a privately owned car, with only 8% of members having access to more than one privately owned car.

3.4.38. It is therefore vital that for a car club to be successful, potential members have limited access or potential to own a car. The under provision of parking below parking standards and car ownership levels will therefore further enhance and encourage use of the car club.

3.5. Summary

3.5.1. This section has sought to justify a reduced parking provision at the site, when compared with the approved provision and when compared with the WSCC parking standards for the PBZ in which the site lies on the edge of (Zone 3). The core aim of this section is to evidence that the characteristics of PBZ 5 would be more applicable to this site, and therefore its parking standards.

3.5.2. It is proposed to reduce the level of parking that was approved under NOTICE/0016/2 at the site from 111 to 79 spaces, with the same quantum of development proposed (101 residential flatted units). This level of parking is justifiable considering the following:

- The approved level of parking relates to 111 residential flatted units. This quantum was reduced to 101 within the description of development and as such, in line with WSCC PBZ 3, the site should deliver only 106 parking spaces
- WSCC guidance notes that a 10% reduction in parking spaces may be suitable, as well as how consideration can be given to using a different PBZ if closer to transport hubs than the definition of the relevant PBZ defines. WSCC define Zone 3 as a suburban area on the edge of a small town, while Zone 3 is an urban area within a town but not in a central location, while Zone 5 is seen as dense-urban within a town or close to inter-urban railway station;
- The adjacent approved residential development (AWDM/1979/19) includes a reduced level of parking when compared to WSCC standards;
- Reference to Paragraph 112 of the NPPF has been made which refers to how local parking standards should refer to five key criteria, with detail set out in this section as to how the site meets these:
    - The accessibility of the development and availability of/opportunities for public transport:
        - The site is in an accessible location by all modes of transport and is well connected by a comprehensive network of pedestrian and cycle facilities ensuring that walking and cycling are both viable modes of travel to and from the site. There are a wide range of facilities close to the site, including education, employment, retail, health and leisure uses, all of which are within a reasonable walking or cycling distance. The site is also within 100m walk of Durrington-on-Sea railway station and a number of bus stops which offer frequent services to key destinations. This stance was mirrored within the LHA's consultation response and within the Officer's Report submitted in response to the previously approved application at the site;
    - Type and mix:
        - The units are a mix of one and two bed units and therefore are unlikely to be used by large families which require a higher demand for a car. The units will be privately rented and therefore residents would be aware of the limited parking available;
    - Local car ownership:
        - The Census 2021 data shows a parking ratio of 0.87 per flat in the Worthing 013 Middle Super Output Area (MSOA) where the site is located. Applying this to the proposed quantum of development, the site would require 88 car parking spaces. 30% of all flats within the MSOA do not own a car at all, and as such, it is clear that existing residents in the area are able to successfully live without the need to own a car. It is noted that, similarly to the PBZ, that the site is on the far north-east edge of the MSOA (and the LSOA), with the remaining area not being as well served by public transport which likely impacts this data, with the site requiring much less parking than other sites within the area;
    - Adequate and provision of spaces for charging plug-in and other ultra-low emission vehicles:
        - This new application proposes to bring electric vehicle charging provision in line with 2025 standards, increasing the currently proposed provision from 23 to 36.
- Other considerations and details have been outlined, including how the nature of the surrounding area within 200m walk of the site limits the ability for future residents to park in these areas. Should further parking be required, a number of public car parks are located within proximity of the site which do not charge and have no maximum stay. In addition to this, the residents of the future site will have access to three car club bays at the adjacent residential development (approved under AWDM/1979/19) as well as nearby Enterprise/Co-Wheels Car Clubs.

3.6. Other Residential Parking Elements

3.6.1. With regards to disabled parking, WSCC require that 5% of total parking provision is designed and allocated as a disabled bay. When taking the previously proposed level of car parking as set out in the TS (111 parking spaces), this would have required 6 disabled bays. However, 15 disabled bays were proposed, based on the existing car park layout, which represented a significant overprovision of accessible spaces which could also lead to an inefficient parking layout.

3.6.2. It is proposed to reduce the level of disabled parking to bring it closer in line with WSCC standards, whereby 6 of the proposed 79 parking spaces would be accessible bays. The bays would continue to be increased in dimension to bring them in line with the guidance set out in "Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure' (December 2021)" as previously.

4. Trip Generation and Development Impact

4.1. Background

4.1.1. The trip generation and development impact was previously set out in the supporting TS which accompanied the approved planning application at the site (NOTICE/0016/24). The TRICS database was utilised to derive trip generation and the LHA's consultation response accepted the TRICS trip generation and found that the proposal would not give rise to any increase or material impact in the character of traffic in vicinity of the site. This was also reflected in the Officer's Report. The approved net trip generation, Table 5.3 of the Motion TS, has been updated to reflect the now consented 101 units and is set out below for reference in Table 4.

Table 4 – Net Trip Generation Impact

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Existing Person Trips	119	12	132	7	87	95	418	415	833
Proposed Person Trips	92	9	101	4	67	71	280	279	559
Net Impact	**-27**	**-3**	**-31**	**-3**	**-20**	**-24**	**-138**	**-136**	**-274**
Existing Vehicle Trips	10	55	65	41	19	60	247	269	516
Proposed Vehicle Trips	6	19	25	16	8	24	107	114	221
Net Impact	**-4**	**-36**	**-40**	**-25**	**-11**	**-36**	**-140**	**-155**	**-295**

4.1.2. Table 4 demonstrates that the change of use at the site results in a large decrease in both total person and vehicular trips across the morning and evening peak periods, as well as over the daily period.

4.1.3. With specific regards to vehicles, the change of use from office to residential (with quantum updated to 101 units), results in a decrease of 40 two-way vehicle trips in the morning pea, a decrease of 36 two-way vehicle trips in the evening peak and a decrease of 295 two-way vehicles over the daily period. It is likely that the reduction in car parking at the site would only further increase this reduction resulted in benefits to the surrounding highway network.

4.2. Summary

4.2.1. The development proposals are considered continue to result in a negligible/positive impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

5. Summary and Conclusions

5.1.1. Evoke has been commissioned by DBH Worthing Ltd to produce a Transport Statement (TS) to support a planning application to convert the existing office building to 101 residential flatted units at Durrington Bridge House, Worthing.

5.1.2. The development received planning permission in September 2024 under reference NOTICE/0016/24. The description of development read "*application for Prior Approval of Proposed Change of use from commercial (Use Class E) to residential (Use Class C3) to create 101 self-contained flats*." Positive comments with regards to highways/transport were received by the LHA on the application and were reflected in the Officer's Report.

5.1.3. This application continues to propose a change of use at the site from office to 101 residential flatted units (66 x 1-bed and 35 x 2-bed units). It is proposed to make the existing egress junction an access and egress and this application seeks to reduce the level of car parking from the approved level of 111 spaces to 79 spaces. It is also proposed to reduce the disabled parking provision to bring it in line with WSCC standards; a large overprovision is currently proposed. An increase in the level of electric vehicle charging points is also proposed, to bring the site in line with WSCC standards for a 2025 application.

5.1.4. As set out in detail within this TS, the reduced level of parking is considered justifiable considering the following:

- The approved level of parking relates to 111 residential flatted units. This quantum was reduced to 101 within the description of development and as such, in line with WSCC PBZ 3, the site should deliver only 106 parking spaces
- WSCC guidance notes that a 10% reduction in parking spaces may be suitable, as well as how consideration can be given to using a different PBZ if closer to transport hubs than the definition of the relevant PBZ defines. WSCC define Zone 3 as a suburban area on the edge of a small town, while Zone 3 is an urban area within a town but not in a central location, while Zone 5 is seen as dense-urban within a town or close to inter-urban railway station;
- The adjacent approved residential development (AWDM/1979/19) includes a reduced level of parking when compared to WSCC;
- Reference to Paragraph 112 of the NPPF has been made which refers to how local parking standards should refer to five key criteria, with detail set out in this section as to how the site meets these:
  - The accessibility of the development and availability of/opportunities for public transport:
    - The site is in an accessible location by all modes of transport and is well connected by a comprehensive network of pedestrian and cycle facilities ensuring that walking and cycling are both viable modes of travel to and from the site. There are a wide range of facilities close to the site, including education, employment, retail, health and leisure uses, all of which are within a reasonable walking or cycling distance. The site is also within 100m walk of Durrington-on-Sea railway station and a number of bus stops which offer frequent services to key destinations. This stance was mirrored within the LHA's consultation response and within the Officer's Report submitted in response to the previously approved application at the site;
  - Type and mix:
    - The units are a mix of one and two bed units and therefore are unlikely to be used by large families which require a higher demand for a car. The units will be privately rented and therefore residents would be aware of the limited parking available;
  - Local car ownership:

- The Census 2021 data shows a parking ratio of 0.87 per flat in the Worthing 013 Middle Super Output Area (MSOA) where the site is located. Applying this to the proposed quantum of development, the site would require 88 car parking spaces. 30% of all flats within the MSOA do not own a car at all, and as such, it is clear that existing residents in the area are able to successfully live without the need to own a car. It is noted that, similarly to the PBZ, that the site is on the far north-east edge of the MSOA (and the LSOA), with the remaining area not being as well served by public transport which likely impacts this data, with the site requiring much less parking than other sites within the area;

- Adequate and provision of spaces for charging plug-in and other ultra-low emission vehicles:
  - This new application proposes to bring electric vehicle charging provision in line with 2025 standards, increasing the currently proposed provision from 23 to 36.

- Other considerations and details have been outlined, including how the nature of the surrounding area within 200m walk of the site limits the ability for future residents to park in these areas. Should further parking be required, a number of public car parks are located within proximity of the site which do not charge and have no maximum stay. In addition to this, the residents of the future site will have access to three car club bays at the adjacent residential development (approved under AWDM/1979/19) as well as nearby Enterprise/Co-Wheels Car Clubs.

5.1.5. Both the existing and proposed trip rates remain the same as set out by Motion in the supporting TS which accompanied the approved planning application at the site. The approved trip generation has been replicated, with the proposed trip generation updated to reflect the slightly lower quantum of development to previously assessed. There remains a large decrease in both total person and vehicular trips across the morning and evening peak periods, as well as over the daily period. With specific regards to vehicles, the change of use from office to residential (with quantum updated to 101 units), results in a decrease of 40 two-way vehicle trips in the morning peak, a decrease of 36 two-way vehicle trips in the evening peak and a decrease of 295 two-way vehicles over the daily period. In reality given the car-lite nature of the proposals it is considered that the vehicle trip generation would be even lower.

5.1.6. It can therefore be concluded that the proposed development would continue to not result in a severe residual impact on the surrounding local highway network in accordance with the NPPF and there is no reason why this development should not be permitted.

Appendix A – Approved Site Layout Plans NOTICE/0016/24

REV.	AMENDMENT	BY:	DATE

Application Site

Demise owned by client

Roof section to be removed
(REF: AWDM/0991/24))

N

0 10 20m

Proposed Site Plan
1:500@A3

Brooks Murray Architects
41 Tabernacle Street, London, EC2A 4AA
+44 (0)2077399955 admin@brooksmurray.com

brooks murray

CLIENT:
PRIVATE CLIENT

JOB:
Durrington Bridge House
Worthing
BN12 4SE

DRAWING TITLE:
Proposed Site Plan

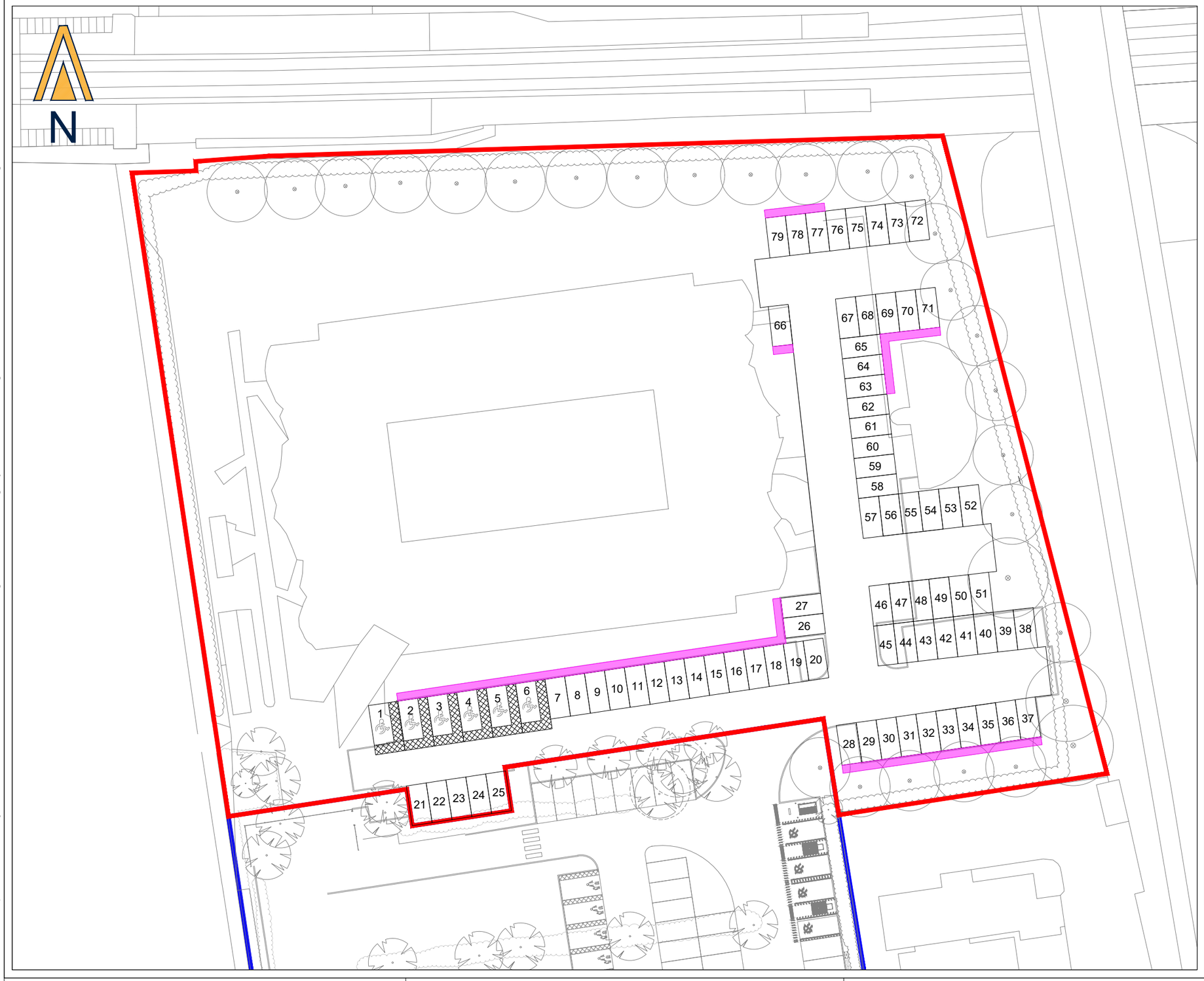
SCALE:
1:500 @ A3

DATE:
August 2024

STATUS:
Permitted Development

DRAWING NUMBER: 1367 - 003
REV:
ISSUED BY: CF

Appendix B – Proposed Updated Site Parking



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.
3. ELECTRIC VEHICLE SPACES IN LINE WITH GUIDANCE SET OUT IN APPROVED DOCUMENT S.
4. PROPOSED CAR PARK LAYOUT INCLUDES 79 SPACES COMPLIANT WITH NEIGHBOURING ZONE 5 STANDARDS. DISABLED AND EV PARKING SPACES PROVIDED IN LINE WITH THE WSCC STANDARDS.

KEY

- PROPOSED PARKING LAYOUT
- EV CHARGING INFRASTRUCTURE AREA
- RED LINE BOUNDARY
- BLUE LINE BOUNDARY

Rev	Amendment	Drn	App	Date
A	UPDATED PARKING LAYOUT	NR	DF	13:08:25
-	FIRST ISSUE	NR	PT	18:07:25

Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name: BRIDGE HOUSE, GORING-BY-SEA

Drawing Title: PROPOSED CAR PARK ARRANGEMENT

Client: DBH WORTHING LIMITED

Drawn by	Approved by	Date
NR	PT	18.07.25

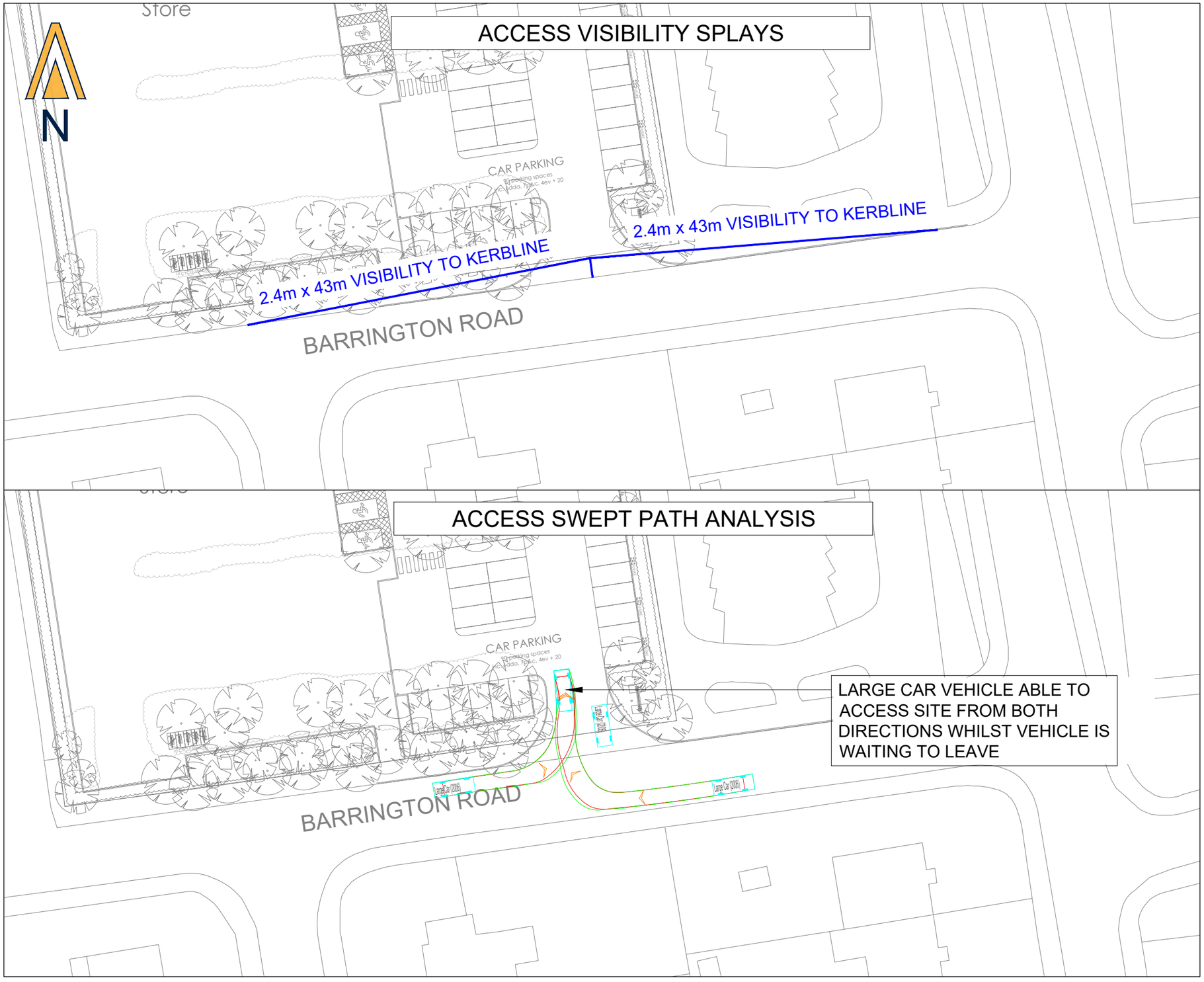
Scale	Job No
1:500 @ A3	R-25-0121

Drawing No	Rev
R-25-0121/HY01	A

C:\Users\NathanReed\Evoke Transport\Evoke Projects - Documents\2025\R-25-0121 Bridge House, Goring-by-Sea\50 Drawings\51 AutoCAD\R-25-0121-HY01.dwg

Appendix C – Access Arrangement Drawing

ACCESS VISIBILITY SPLAYS



ACCESS SWEPT PATH ANALYSIS

NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

VEHICLE TRACKING KEY

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

KEY

- VISIBILITY SPLAY

Rev		Drn	App	Date
-	FIRST ISSUE	NR	DF	13:08:25
Rev	Amendment	Drn	App	Date

EVOKE

Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name	BRIDGE HOUSE, GORING-BY-SEA
Drawing Title	ACCESS REVIEW
Client	DBH WORTHING LIMITED
Drawn by	NR
Approved by	DF
Date	13.08.25
Scale	1:500 @ A3
Job No	R-25-0121
Drawing No	R-25-0121/SP01
Rev	-