WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Louise Prew
FROM:	Highways, WSCC
DATE:	21/05/2025
LOCATION:	Development Site At Unit 2 And Unit 3, Meadow Road Depot, Meadow Road, Worthing
SUBJECT:	AWDM/0531/25 Change of use from industrial /storage (Class B2/B8) to industrial /storage and retail (Class B2/B8 and Class E). (Updated on 15th May).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	N/A

Summary and Context

This application seeks the change of use from industrial/storage (Class B2/B8) to industrial/storage and retail (Class B2/B8 and Class E). The site is located on Meadow Road, an unclassified road subject to a speed restriction of 30 mph. The application proposals are supported by a Highway Technical Note prepared by Egg Transport Planning.

For context, this application site benefits from a previous planning permission for the change of use of the unit to Class E under application AWDM/0387/22, of which WSCC as Local Highway Authority (LHA) was a consultee for, raising no highway safety or capacity concerns. The permission limits the Class E use to three years, which is soon to expire. As such, the current application seeks to change the use of this unit for Class E use permanently.

Content

Much of what is proposed appears similar to the previous application AWDM/0387/22, which as mentioned above the LHA raised no objections to. Vehicle access arrangements will remain as existing, utilising the two access points on Meadow Road.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded collisions within the vicinity of the existing access points. Therefore, there is no evidence to suggest they have been operating unsafely, or that the proposals would exacerbate an existing safety concern.

In terms of trip generation, TRICS data has been provided within the submitted Technical Note. The data suggests a decrease of 3 movements during the AM peak and an increase of 24 movements during the PM peak for weekdays, whilst the Saturday peak would see an increase of 55 movements. Whilst the figures are noted, the site has operated as proposed for three years as a result of the previous planning permission, so in real terms there should be no material change in movements. Considering this, the LHA is satisfied that the number of trips can be accommodated into the local highway network and is not anticipated to give rise to any adverse impacts on highway safety.

Regarding parking, 26 car parking spaces are available within the site for use. As per the LHAs previous comments at this site, the shortfall in parking under WSCC Parking Standards is noted. However, I acknowledge that the site has currently been operating with a parking provision shortfall with no known highway safety concerns for a number of years. The

Technical Note includes a car park accumulation forecast, which suggests a peak demand of 23 car parking spaces.

Due to the nature of the proposed charity warehouse, a number of the vehicular trips to the site are anticipated to be "drop-in" trips, whereby they may not be parked at the site for very long. In addition, the nearby roads do benefit from unrestricted on-street parking and provide viable connections to the site by footways with street lighting. Therefore, when considering the above, the LHA does not anticipate that the proposed development would give rise to a parking capacity issue.

Conclusion

In summary, the LHA does 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 (paragraph 116), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services