WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils - FAO: Jay Singh
FROM:	WSCC - Highways Authority
DATE:	18 September 2020
LOCATION:	The Quadrant, 60 Marlborough Road, Lancing, BN15 8UW
SUBJECT:	NOTICE/0011/20 Application for permitted development for prior approval for change of use from offices (Use Class B1a) to 53 no. residential units (C3).
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been consulted on prior approval for change of use of offices to 53 x residential units.

The Application Form states that there are no proposed changes to the vehicle access points. From an inspection of local and WSCC mapping these would appear to be from Blenheim Road (no through) to the north and Marlborough Road to the south. Both roads are unclassified public highway subject to 30mph speed restriction and predominantly serve industrial/commercial uses. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the accesses. There is no evidence to suggest that the accesses are operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Car Parking

The Application Form states that 120 x car parking spaces are available as existing on site and these will be reduced to provide bin and bike storage. It is unclear by how much these will be reduced. On the basis of 19 x 2-bedroom and 34 x 1-bedroom units being provided with unallocated parking, the WSCC Car Parking Demand Calculator envisions a total demand for 79 spaces.

The LHA request a proposed car parking plan to ensure the modifications and reduction in provision is suitable and that any layout does not impact the safe operation of the existing access points.

Trip Generation

No traffic flow information has been provided with the current application. However from experience of other similar proposals, the LHA recognise that offices generate more vehicle movements compared with residential developments. As such, there is no expectation for this proposal to give rise to any increase or material change in the character of traffic in the vicinity of the site.

Accessibility

The site is approx. 0.8 mile (16 min) walk from Lancing Train Station, along street lit footway links. There are also a range of local amenities and services that are within walking or cycling distance of the site. Bicycle parking should be provided in line with *WSCC Guidance for Parking at New Developments* (Sep 2020), although details of this can be secured via condition.

As the development is above 50+ units it would be beneficial for the developer to include a Travel Plan Statement (TPS). The TPS should include background information of the accessibility of the site and availability of sustainable transport modes such as bus and

train, details of TPS Coordinator, commitment to providing timetables/routes/plans, promoting benefits of sustainable transport, car sharing info, conducting a Travel Audit for residents, bike shop discounts, travel voucher £150 and other points (see WSCC guidance). Details of the TPS can be secured via condition .

Conclusion

In summary the change of use to residential is acceptable in principle, from highway safety and capacity point of view. Nevertheless, a car parking plan should be provided to ensure that the proposed provision and layout is suitable for the use.

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services