WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC – Highway Authority
DATE:	14 July 2025
LOCATION:	David Lloyd Leisure Romany Road Worthing BN13 3DL
SUBJECT:	AWDM/0617/25 Installation of 1no. bike shelter. More information received from Jo Morin's email on 9th July 2025.
DATE OF SITE VISIT:	n/a (desktop study undertaken)
RECOMMENDATION:	Advice

This is the second WSCC Highways response to the above planning application comprising installation of 1 No. bike shelter on land at David Lloyd Leisure, Romany Road, Worthing, BN13 3DL.

Comments below should be read alongside previous WSCC response dated 23 May 2025.

Response.
In its previous response dated 23 May 2025, the Highway Authority explained that the layout should be informed by the guidance in LTN 1/20, and made various points about what had been provided and ideally what should be provided. This has resulted in two plans – namely Drawing No. TBSC_Q017348-3_DLLOYD_40SP_AMZN_01 and Drawing No. 1 (no revision), both produced by 'The Bike Storage Company', Marina Studios, Harbour Yard, London, SW10 0XD.

Having reviewed the drawings provided, it is clear that the applicant intends to provide a two-tier system of cycle parking – one lower level with Sheffield-type stands and an upper level of racking to provide additional density within the footprint of the proposed building.

Two-tier cycle racks (i.e. the upper tier) are typically optimised for a 'standard' two-wheeled, 2m-long cycle, whereas the lower tier in the form of the Sheffield-type stands normally cater for a choice of cycle. LTN 1/20 recommends that where two-tiered systems are used, that additional provision for three-wheelers, tandems, recumbents and other 'non-standard' cycles should also be provided. Additionally, two-tier stands require a ceiling height of at least 2.7m (see Figure 11.4 found in LTN 1/20), which is not offered on the drawings provided. The building shown on Drawing No. TBSC_Q017348-3_DLLOYD_40SP_AMZN_01 has slightly lesser dimensions than that, taking into account the floor height, and that the building slopes to one side (so is shorter at one end), resulting in maximum useable height of about 2.6m at higher end and about 2.4m at the lower end. Therefore, it may be that some users will find it difficult to lift their bike from the floor and fit it onto the tray of the upper tier. Additionally (and again with specific

reference to the top-tier system of racking), the Highway Authority recommends that spring-loaded or gas-assisted mechanisms to lift the stands into position be included.

With regard to the dimensions for the Sheffield Stand area, the proposed aisle width is shown just exceeding the minimum when compared to LTN 1/20 guidance. Rack spacing should accommodate standard cycles but users of larger, non-standard bikes might find it difficult to manoeuvre within the space shown.

No tool kit or maintenance area is shown. However, space should be available within the building to provide a repair/maintenance kit. As such, the Highway Authority recommends that one be included.

Clearly, it would not be in the interest of the company supplying the bike store to provide something not fit for purpose. However, should the applicant proceed with the purchase and installation of the system and building shown, they should ensure that it will be suitable for their needs and the needs of their customers and that any decision made has also been made in light of the Highway Authority's comments contained in this response.

Conclusion.
Should the LPA be minded to approve the development, the Highway Authority recommends that the provision of the gas-assisted or spring-loaded lifting mechanism for the upper tier of the bike storage be included **and** that a maintenance kit also be provided within the structure.

Response ends.

Tim Townsend
West Sussex County Council – Planning Services