

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Adur & Worthing Councils FAO: Peter Barnett
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	19 March 2025
<b>LOCATION:</b>	Queens Parade North Road Lancing West Sussex
<b>SUBJECT:</b>	AWDM/0153/25 Proposed 2 storey upwards extension to provide 21no. flats (Class C3) plus aesthetic improvements to the existing building. Provision of hard and soft landscaping, refuse and cycle storage.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application (AWDM/0153/25) to assess highway safety and capacity implications of the proposed development. The application is supported by way of a Transport Statement (ref: TS\_SGR\_QPL\_160824-V5) and associated plans.

### Background and Site Context

The application site comprises a ground plus one storey corner building with ground floor occupied by parade of shops used for commercial purposes and first floor occupied by 11 nos. flats (Class C3). The proposal seeks to construct two-storey upward extension to provide a total of 21 additional flats (Class C3). The site was previously approved for a similar residential scheme (application ref: AWDM/1915/16) for 9 nos. new flats (Class C3) which has now lapsed. The Highway Authority had no objection from highway safety or capacity standpoint.

### Access Arrangements

The application building fronts onto North Road which is a 'C' classified road, subject to 30 miles per hour speed restriction. Servicing access is taken from Culver Road to the rear of the development. An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident of personal injury immediate of the site access, which indicates the access has been operating in a safe manner in its present form.

### Nil Car Parking

A nil car parking provision is proposed for the new flats. Under the WSCC Car Parking Standards, 29 car parking spaces may be provided for the proposal. Whilst on-street car parking is limited in the

immediate vicinity there are comprehensive parking restrictions along North Road prohibiting vehicles from parking in places that would be detrimental to highway safety.

Culver Road is subject to restricted parking (single yellow line) with no parking between 8 am – 6 pm Monday -Saturday. It is conceivable that resident parking could occur outside of these hours. However, from an inspection of local mapping this does appear to be an existing practise. Culver Road is approximately 5 metre in width along its length with some additional width in the form of laybys in proximity to the junction with North Road. Any parking on the carriageway would restrict the ability for two vehicles to travel in opposing directions at the same time. One vehicle would be required to wait while another passes if parking is present. It is not considered that overspill parking would be to such a level that all capacity for parking in the street would be used. Parking would be temporary in nature and occur outside of the peak hours only. A parking beat survey conducted reveals there is ample spare capacity along the neighbouring streets to accommodate overspill parking.

While it is likely that some on street parking may occur, it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions. The low-speed nature and the sufficient forward visibility would enable a car to wait in the event of another travelling in the opposing direction.

The LHA will only consider the impact of on street parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority (LPA). We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision.

### **Cycle Parking**

Proposed bicycle storage should be secure and covered. The applicant proposes provision of 30 cycle parking spaces within two-tier Sheffield type stands. Details of the proposed bicycle storage can be secured via condition.

### **Sustainability**

The site is located in a sustainable setting above a parade of shops with a range of grocery retail, other retail, amenities and services immediately accessible. A street lit footway link and pedestrian crossings provide safe and suitable onward route by foot to nearby bus stops and Lancing Train Station a short walking distance away. The location offers the realistic opportunity to travel on foot, bicycle or via public transport.

The travel plan developed during the detailed design stage must include provision for vouchers to households for bicycle purchase and/or bus season tickets and/or car parking tickets. 'Taster tickets' for buses and trains should also be included to encourage non-car modes. Information if any car clubs are operating nearby or would be interested in operating from the site must be included.

### **Conclusion**

The Local Highway Authority (LHA) do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the LPA are minded approving the application we would advise securing following conditions:

*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 plant and materials*

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractors' vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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**West Sussex County Council – Planning Services**