WEST SUSSEX COUNTY COUNCIL **DATE: 9th September 2015**
STRATEGIC PLANNING CONSULTATION

FROM: **Alison Meeus** **TO:** **Adur and Worthing District Councils**
FAO:

SUBJECT: **Our ref: AWDM/1038/15**
Your ref: AB/327/000245 - Response to request for further information.

Ntl Limited, Gardner Road, Southwick, West Sussex

RECOMMENDATION:

Advice		**Modification**		**More Information**	x
Objection		**No Objection**	x	**Refusal**	

S106 contribution total (see below for breakdown): £

Travel Plan
The site does benefit from a highly sustainable location and as such WSCC would like a Travel Plan developed for the mixed use site to be completed within 6 months of occupation. This will help to push forward the use of public transport options and also highlight any transport needs or issues arising from the shared use development.

Access
There are no issues with the proposed access arrangements, and the applicant will make sure the traffic in and out is managed and signed appropriately.

Trip Rates and Parking provision

Regardless of previous applications, WSCC maximum parking standards indicate that the proposed development should provide a maximum of 226 car parking spaces. The development can provide 132 spaces and WSCC asked the applicant to provide evidence to show that this level of parking capacity can be accommodated.

The information provided estimates as a worst case scenario there could be 150 church attendees at one time. The church is open all day from early morning to late evening, 7 days a week. There is a community mini-bus service which runs 4 times and can accommodate 15 people at a time (up to 60 people) at the weekend. It also operates once in the week. The use of this mini-bus goes some way to mitigating the number of sole occupancy car trips, and this could provide a useful way of reducing the number of trips to/from the site for certain church activities.

The gym would be run by the church and would only be open to the church members and the office workers. There are 19 apparatus in the gym which suggest at any time 19 pieces of equipment can be used, although this does not indicate membership level, or that this is a maximum number. WSCC would recommend a suitably worded condition to ensure the gym remains exclusively for the use of the church and the office workers only which will minimise the number of external trips created to/from the site.

TRICS

An interrogation of the TRICS database has been undertaken to understand the general trip rate for mixed use development like this. No records are available to compare. A comparison of B1 office space of this size (2,548sqm) suggests a trip rate in the network peak hours of 24 trips in the morning half hour peak and 23 in the afternoon half hour peak.

From the information provided, four peak hours of use have been identified by the applicant as follows:-
Early Morning Peak (5am-7am) - Church use /Gym peak
Network Peak (8.30am to 9am) - Office
Network Peak – (5pm to 5.30pm) - Office
Early Evening – (6pm-7pm) - Gym Peak/Church Use

Therefore it can be assumed that during the daytime approximately 1/5 of the car park could be occupied for office use, leaving 4/5 available for the other uses. Given that the gym users are more likely to already be at the site it is not envisaged these trip numbers will be high. Other mitigating factors including the sites close proximity to Fishersgate train station and frequency of local bus routes should mean tha the site can operate effectively without any disruption to the highway network. As stated in earlier correspondence, parking within the local roads is controlled where necessary.

Summary
The mixed use nature of the site has been considered and although the current parking provision does not meet maximum standards as set by WSCC, it is felt that each use has different peak hours which will not have a detrimental impact on highway capacity or safety. To mitigate any unforeseen impacts form these uses all sharing the same site a site Travel Plan should be developed within 6 months of opening. WSCC raise no objection subject to the following conditons attached.

Alison Meeus
Strategic Planning

Travel Plan (to be approved)
No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
Reason: To encourage and promote sustainable transport.