WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	09/08/2024
LOCATION:	Mariner Point, 83 Brighton Road, Shoreham-By-Sea
SUBJECT:	AWDM/1391/23 Change of use of part of ground floor to Class E (24 hour gym).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£N/A

Summary and Context

This application seeks the change of use of part of ground floor to 24-Hour Gym (Class E). The site is located on Brighton Road, an A-classified road subject to a speed restriction of 30 mph in this location. Following an inspection of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The site has some relevant history, with a similar application proposed for the part change of use of the ground floor to gym under application AWDM/0670/19. The LHA raised no objections to this application, and it was ultimately permitted by the Local Planning Authority (LPA). A more recent application was permitted by the LPA for the change of use to a dental practice, again the LHA having been consulted and ultimately raised no objections.

Access and Visibility

The site is served by an existing vehicular access point on Brighton Road, and no alterations are proposed to this arrangement. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Brighton Road.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout, or the use of the existing access point, within the vicinity of the site. Therefore, there is no evidence to suggest the existing access point has been operating unsafely or that the proposals would exacerbate an existing safety concern.

Capacity

The LHA would not anticipate that the proposed change of use to gym would give rise to a significant material intensification of movements to or from the site, when compared with the existing retail use. Whilst I appreciate the gym will operate 24-hours a day, an increase in movements could be expected during later hours. However, this would be outside of network peak times and therefore not anticipated to give rise to an adverse impact.

Parking and Turning

15 existing car parking spaces are to be allocated for the proposed gym. Under WSCC Parking Standards for gyms, one car parking space should be provided per 22 sqm of floorspace. Therefore, 32 car parking spaces should be provided. Consequently, any overspill parking associated with this development would have to be accommodated on-street or within nearby paid-for provision. I do note that the existing retail use would require

one car parking space per 14 sqm of floorspace, which would be a more intensive use than that proposed.

Public car parks are located within a short walking distance of the site which offers an alternative to on street parking on the wider network. This would be a pay and display parking arrangement during peak hours.

The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur, it is not considered that this would be detrimental to highway safety and on top of this, key locations in the public highway are subject to enforceable parking restrictions.

Further weight is given to the site's sustainable location that is well accessible on foot or by cycle, and is well connected by public transport links. The LPA may wish to secure additional cycle parking provision to promote the use of sustainable transport methods.

Conclusion

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 115), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services