WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	29 November 2021
LOCATION:	141 South Street, Lancing, BN15 8BD
SUBJECT:	NOTICE/0016/21 Application for Prior Approval of Proposed Change of use from Commercial, Business and Service (Use Class E) to form self-contained 2 bedroom residential unit (Use Class C3) on ground floor.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This proposal seeks prior approval for the change of use from commercial, business and service (Use Class E) to residential (C3 Use), to form a two-bedroom flat on ground floor. The site is located on South Street, an A-classified road subject to a speed restriction of 30 mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Class E to residential (Class C3) subject first to prior approval being granted. As part of the prior approval process, there are a number of matters to be considered. This includes matters relating to highways and transport. However, the GDPO is quite clear as to what highways matter can be considered, namely whether the proposal is likely to result in a material increase or material change in the character of traffic in the vicinity of the site.

No vehicular access is associated with this site. Class E uses tend to generate greater material movements than C3 residential. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the existing.

No parking is associated with this site. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. Consequently, parking would have to be accommodated on-street. Comprehensive parking restrictions are in place on South Street, prohibiting parking in places that would be detriment to highway safety. The LHA does not anticipate that the existing nil car parking provision would result in a highway safety concern. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has not demonstrated cycle parking provision. Cycling is a viable option in the area and the LHA would like to see secure and covered cycle parking provision being implemented if there is space within the site to accommodate this. The inclusion of cycle parking helps promote the use of sustainable transport methods.

In summary, the movements associated with Class E use have done so safely with no known safety highways concerns, and C3 residential uses are considered less intensive. West Sussex County Council in its role as LHA has therefore considered the proposal on that basis. In principle, the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

Kyran Schneider
West Sussex County Council – Planning Services