WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	13 November 2023
LOCATION:	6 Town Quay, Shoreham-by-sea, BN43 5DS
SUBJECT:	AWDM/1482/23 Conversion of two adjacent residential garage units into additional space for the existing Town Quay Studios, changing the garages' use to Class E.
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.

Summary and Context

This application seeks the conversion of two adjacent residential garage units to Class E. The site is located on Town Quay, an unclassified road subject to a speed restriction of 30 mph. Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

WSCC in its role as Local Highway Authority (LHA) previously provided consultation advice for this site for application AWDM/0744/21, raising no highway safety concerns. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways.

Content

No vehicular access is associated with this site. The proposed conversion to Use Class E will provide an approximate 26sqm of additional floor space to the existing office, which is not anticipated to give rise to a significant material intensification of movements to or from the site.

Two existing garages will be lost as part of the proposed development. It should be noted that the existing garages do not meet the minimum internal specifications for single-bay garages of 3m x 6m as outlined in Manual for Streets (MfS). Therefore, under current guidance the LHA would not consider the existing garages for parking provision, as they may not be of suitable size to accommodate modern sized cars. It is not unreasonable for the LHA to assume the garages may be being used for other purposes, such as storage.

Nevertheless, any displaced vehicles would have to be accommodated on-street. There are comprehensive parking restrictions in place on the nearby roads that prohibit parking in places that would be detrimental to highway safety. The LHA does not anticipate that the displacement of up to two cars would give rise to a highway safety concern or parking capacity issue, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

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

Kyran Schneider
West Sussex County Council – Planning Services