WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Rebekah Hincke
FROM:	WSCC – Highways Authority
DATE:	11 June 2024
LOCATION:	70 Ham Road Worthing West Sussex
SUBJECT:	NOTICE/0007/24 Application for permitted development for prior approval for change of use from Use Class E (shop) to form 1 bed 1 person dwelling (Use Class C3) to ground floor.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application seeks prior approval for the change of use of ground floor retail (Class E) to residential (Class C3) to form a one-bedroom dwelling. The site is located on Ham Road, a B-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 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 GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site.

Generally, the change of use from retail to residential would generate a reduction in material use at the site. The existing use would create a certain number of movements throughout the day, whereas the movements associated with residential use would be anticipated within network peaks. Therefore, although the nature of trips would change, the frequency would likely not exceed that of the potential of the current use.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least one car parking space. No vehicular access or parking has been outlined as being associated with this site and as such, parking would have to be accommodated on-street or within nearby public car parks.

There are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact,

nor lead to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has not provided details of cycle parking provision. Cycling is a viable option in the area, and the LHA request that secure and covered cycle parking provision be provided in accordance with WSCC Parking Standards, if there is space within the site to do so.

In summary, the movements associated with Use Class E 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. The prior approval is therefore considered acceptable in highway terms.

Jodie Wilkes
West Sussex County Council – Planning Services