WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	28 August 2019
LOCATION:	5 Ship Street, Shoreham-By-Sea, BN43 5DH
SUBJECT:	NOTICE/0012/19 Application for permitted development for prior approval for change of use of upper storeys of building from offices (Use Class B1a) to a dwelling (Class C3); no external alterations.
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 which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

This proposal is a prior notification for the change of use of the upper floors from offices (B1) to a 3-bedroom residential dwelling (C3). Under the current General Permitted Development Order (GPDO), it is permitted development to change use from offices (Class B1) 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.

The site is located on Ship Street, an unclassified road subject to a speed limit of 30 mph. The WSCC Car Parking Demand Calculator has indicated that a dwelling of this size in this location would require 2 car parking spaces. An existing garage is to be retained for the proposed dwelling. The garage has internal dimensions of approximately 5.8m x 10m, which meets the Manual for Streets (MfS) specifications to allow for 1 car to be parked inside.

Any overspill parking would therefore have to be accommodated on-street. Whilst on-street parking is limited in the immediate vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be detriment to highways safety. Ship Street has single yellow lines on the east side and part of the west side of the carriageway. The LHA does not anticipate that highways safety would be detrimentally affected by the proposed nil car parking provision. The planning authority may wish to consider the potential impacts of this proposal on on-street parking from an amenity point of view.

The LHA appreciates that the site is situated in a location within walking distance of shops, services and public transport links. From experience, B1 offices 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.

An inspection of collision data provided to WSCC by Sussex Police reveal 2 recorded injury accidents within the vicinity of the site. However, these were not attributed to road layout.

Therefore there is no evidence to suggest that the nearby road network is operating unsafely or that the proposal would exacerbate an existing safety concern.

In principle, the current GDPO gives limited ability to consider wider highway and transport impacts beyond those set out. The proposal is not anticipated to result in a material increase in movements at the site. The prior approval is therefore considered acceptable in highways terms. If the Local Planning Authority is minded to approve the application, they may wish to condition cycle parking.

Kyran Schneider
West Sussex County Council – Planning Services