

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC – Highways Authority
DATE:	23 September 2024
LOCATION:	15-17 Broadwater Street West, Worthing, BN14 9BT
SUBJECT:	NOTICE/0017/24 Application for Prior Approval pursuant to class MA of Part 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) to allow the change of use of part ground floor from retail (Class E) to one residential unit (Class C3).
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.

This proposal is for prior approval for the change of use of part ground floor from retail (Class E) to one residential unit (Class C3). The site is located on Broadwater Street West, an A-classified road subject to a speed restriction of 30 mph.

The LHA previously provided consultation advice for this site for application AWDM/0640/24, raising no highway safety concerns. This Local Planning Authority (LPA) granted the application.

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 formal vehicular access is associated with this site. The LHA does not anticipate that the change of use would give rise to a significant material intensification of movements to or from the site.

No vehicular parking is to be provided for this development. 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, vehicular parking would have to be accommodated on-street.

The LHA does not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact, nor give rise 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. Weight is given to the fact the site is situated within a sustainable town centre location, within walking distance of public transport links and public car parks.

The applicant has demonstrated a cycle store to the rear of the site, which will provide secure cycle parking provision in accordance with WSCC Parking Standards.

In summary, the proposal is not anticipated to result in a material increase or change in the character of traffic. Consequently, no highway concerns would be raised. 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.

Liz Corcoran
West Sussex County Council – Planning Services