WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	15 November 2023
LOCATION:	8 - 10 Gratwicke Road, Worthing, BN11 4BH
SUBJECT:	NOTICE/0019/23 Application for Permitted Development for prior approval for Change of Use from existing Retail unit (Class E) to 1 no. Residential unit (Class C3).
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 for change of use from retail (Use Class E) to residential (Class C3) to form a single residential unit. The site is located on Gratwicke Road, an unclassified 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 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 traffic flow information has been provided with the current application. However, Class E uses tend to generate greater material movements than C3 residential. Therefore, the LHA would not anticipate that material movements associated with the proposed residential use will exceed that of the existing.

No vehicular parking is associated with this site. Nevertheless, the WSCC Car Parking Demand Calculator indicates that a residential development of this size and 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 nearby roads, 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 or 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 demonstrated cycle parking provision. Cycling is a viable option in the area and the LHA would like to see secure cycle parking provision be provided in accordance with WSCC Parking Standards for the proposed residential use if there is space within the site to do so. The site is situated in a sustainable location within walking/cycle distance of local services, amenities, and public transport links.

In summary, the movements associated with Class E use have done so safely with no known safety highways concerns, and the proposed use is not anticipated to result in a

material intensification of movements. 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