WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	16/05/2018
LOCATION:	5, West Street, Shoreham-by-Sea, West Sussex, BN43 5WF
SUBJECT:	NOTICE/0006/18 Application for permitted development for prior approval for change of use from offices (Use Class B1) to 1no. 1 bedroom flat (C3).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	☑ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A See below for breakdown.

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 Planning Services 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.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from office (B1) use to residential (C3) subject first to prior approval being granted. As part of the prior approval process there are a number of matters to be considered, including those 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.

The application does not propose any parking provision or vehicular access to the dwelling. However the LHA appreciate the sustainable location of the site, situated within close proximity to local shops, bus services and a train station, and consider that there are viable options for sustainable modes of transport to reduce the reliance upon the private car. Furthermore, as parking within the vicinity is restricted, existing employees and visitors to the office would likely be by foot and considering that no parking is possible for the residential use the LHA anticipate that the level of traffic generated would be of a similar nature.

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.

If the Local Planning Authority is minded to approve the application, they may wish to condition cycle parking.

Nicola Fry
West Sussex County Council – Planning Services