WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC - Highways Authority
DATE:	21 December 2023
LOCATION:	5 Broadwater Street East Worthing West Sussex BN14 9AA
SUBJECT:	NOTICE/0022/23 Application for permitted development for prior approval for change of use from Class E (c) (ii) at first floor to 3no. 1 bed dwelling (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.

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

This proposal seeks prior approval for the change of use from Use Business (Class E) to residential (C3 Use), to be converted into three one bedroom flats. The site is located on Broadwater Street East, a C classified road subject to 30mph speed restrictions.

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.

No parking provision is proposed to be associated with this 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 does not anticipate that material movements associated with the site will exceed that of the existing.

The applicant proposes a nil car parking provision - consequently, parking would have to be accommodated on-street. From observation of the WSCC parking demand calculator it is anticipated that the site could generate the requirement for 3 parking spaces. A Garage does exist at the site currently, the access to the garage is narrow and would require a reverse manoeuvre to be accommodated. Similarly the dimensions of the existing garage do not meet the most recent WSCC specifications for a garage space in order to accommodate an average sized vehicle- there it is considered this many not be viable for parking. The garage is proposed to become a bin store and two cycle storage locations are to be positioned within the courtyard area.

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 in this instance.

The site is situated in a sustainable location within walking/cycle distance of local services, amenities, and public transport links. Due to the location of the development within a sustainable location, it is not considered that occupants would be reliant on the use of a car. The applicant has demonstrated two cycle stores within the site for residents to use, which appear of suitable size to accommodate cycle parking provision in accordance with WSCC Parking Standards. These should be secure and covered and a suitably worded condition is advised to be sealed alongside any permission to secure this.

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