WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC - Highways Authority
DATE:	18 October 2023
LOCATION:	31 Oxford Road Worthing West Sussex BN11 1UT
SUBJECT:	AWDM/1375/23 Retrospective Flexible use of ground floor for Class C3 (Residential) or Class E(a) (c) (e) (g)(i)(ii) with associated external alterations including to shopfront.
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.

Summary
This application is for the retrospective change of use of ground floor office to flexible residential (C3) or Use class E (a, c, e, g, (i) (ii). The site is located on Oxford Road, an un-classified road subject to a speed limit of 30mph. Previously the LHA has been consulted on matters at this address under AWDM/0017/22 which sought for the change of use to a one bed flat. The application incurred no highways safety concerns, however the application was refused by the LPA for separate matters.

Comments
The plans indicate that there is currently no vehicular access to the site, and that the proposal does not intend to alter this arrangement. A nil car parking provision is proposed for both potential uses. Under the WSCC Car Parking Standards, one car parking space may be provided for the proposal.

Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detrimental to highway safety. It is not considered that highway safety would be detrimentally affected through the proposed nil car parking provision. The LHA also acknowledge that the site has operated as an office with the same nil parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view. It is understood that the current arrangement sees the owner of the neighbouring unit residing in the flat.

The plans do not demonstrate any secure and covered cycle parking provision for the dwelling. The LPA may wish to consider securing this via condition, if it considered necessary.

Conclusion
The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore

is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, a condition securing cycle parking may be applicable.

Jodie Wilkes
West Sussex County Council – Planning Services