WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jackie Fox
FROM:	WSCC - Highways Authority
DATE:	30 May 2023
LOCATION:	1 - 3 Broadwater Street West, Worthing, BN14 9BP
SUBJECT:	NOTICE/0005/23 Application for permitted development for prior approval for change of use from (Use Class E) at part ground floor and first floor to 2 flats (Use 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 change of use at part ground floor and first floor from Use Class E to residential (C3 Use), to form a one-bedroom dwelling and a two-bedroom dwelling. The site is located on Broadwater Street West, an A-classified 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 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 vehicular access is 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 prior notification process does not enable parking provision or other matters relating to accessibility to be considered. Nevertheless, the WSCC Car Parking Demand Calculator indicates that a residential development of this size and location would require at least three car parking spaces. The applicant proposes a nil car parking provision - 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 demonstrated cycle parking provision for both the revised Class E Use and proposed residential use, providing four cycle parking spaces in accordance with WSCC Parking Standards for their respective use classes.

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