# WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| **TO:** | Adur & Worthing Councils<br>FAO: Jackie Fox |
| **FROM:** | WSCC - Highways Authority |
| **DATE:** | 19 January 2024 |
| **LOCATION:** | 94 Montague Street, Worthing, BN11 3HF |
| **SUBJECT:** | NOTICE/0024/23<br>Application for permitted development for prior approval for change of use from (Use Class E) at first and second floors to 1no. residential apartment. |
| **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 from Use Class E to residential (C3 Use), to form one residential apartment. The site is located on Montague Street, an E-class pedestrianised street in this location.

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 WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require at least two car parking spaces. The applicant proposes a nil car parking provision - consequently, parking would have to be accommodated on-street or within nearby paid-for provision. 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 town centre 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 LHA would request that secure and covered cycle storage for at least one bicycle be provided, if there is space within the site to do so.

In summary, the proposal is not anticipated to result in a material increase or change in the character of traffic. Consequently, no highway concerns would be raised. 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**