WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	28 October 2020
LOCATION:	149 South Street Lancing BN15 8BD
SUBJECT:	NOTICE/0015/20 Application for Prior Approval of Proposed Change of use of an Office to residential (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 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.

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

This proposal is for the change of use from office (b1) use to residential (C3) use. The site is located on South Street, an 'A' classified road subject to a speed limit of 30-mph.

Under the current General Permitted Development Order (GPDO), it is considered that the change use from office (B1) use to residential (C3) is permitted development 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 near the site.

Access to the site is on foot.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the change of use would exacerbate an existing safety concern.

The proposed parking provision of NIL parking spaces is anticipated to be sufficient for a dwelling of this size and location. In addition, 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, the LHA anticipate that the level

of traffic generated by this proposal would not result in an increase over the potential traffic generated through the office use.

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.

Stephen Garrard
West Sussex County Council – Planning Services