WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keefe
FROM:	WSCC - Highways Authority
DATE:	26 May 2023
LOCATION:	19 Farncombe Road Worthing BN11 2AY
SUBJECT:	NOTICE/0006/23 Application for Prior Approval of Proposed Change of Use of an office (Use Class B1a) to form a 4no.bedroom single dwelling.
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 is for the change of use from B1(a) office use to C3 residential use. The site is located on Farncombe Road, a C-classified road subject to a speed limit of 30mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from office (B1a) use to residential (C3) 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 in the vicinity of the site.

Vehicular access currently exists to the site via two vehicle crossovers providing access to a hardstanding parking area. Visibility at the existing accesses appears sufficient for the anticipated road speeds in this location. 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 existing hardstanding is anticipated to provide sufficient parking provision 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.

Nicola Fry
West Sussex County Council – Planning Services