WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	6 May 2021
LOCATION:	51 North Road Lancing West Sussex BN15 9AS
SUBJECT:	NOTICE/0007/21 Application to determine if prior approval is required for change of use of rear of ground floor shop (Use Class A1) to 1no. two-bedroom flat (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.

This proposal is for the change of use of part of existing ground floor shop to a two bedroom flat. The site is located on North 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 retail (A1) 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.

The application does not propose any parking provision or vehicular access to the dwelling. However 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. 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 detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The LHA anticipate that the level of traffic generated by the proposed dwelling would be of a similar nature to the existing 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