

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	7 December 2020
LOCATION:	11 Sea Lane Worthing BN12 5DR
SUBJECT:	FG/149/20/PD Prior notification under Schedule 2, Part 3, Class O of the Town & Country (General Permitted Development (England) Order (as amended) for the change of use of the existing first floor of the building from office (Class B1(a)) to 4 No. residential dwellings (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.

Site Background

This proposal is for the change of use from Office (B1) use to Residential (C3) use.

The application site is located on Sea Lane a publicly maintained, 'C' classified road subject to a 30-mph speed limit. As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS) as guidance.

Permitted Development (PD) overview

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

The applicant does not propose a new access and like many of the surrounding high street buildings in Ferring, the site does not benefit from a vehicle access, instead it utilises the use of pedestrian traffic.

Parking and Trip Generation

The Applicant proposes a NIL parking provision. The LHA raise no concerns over this provision given the current B1 use would have a parking demand of its own, that would elsewhere need to be accommodated.

Given that trips generated by a B1 use would be similar to that of a residential use, 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.

The site is in a sustainable location within walking and cycling distance of a range of public services, amenities and employment options. Buses (50 metres) and rail station (1.2 km) provide a realistic travel opportunity for longer trips.

Furthermore, The Local Highways Authority (LHA) would not anticipate that future occupiers of the dwelling would be reliant on the use of a private motor vehicle. As a result, the LHA would like to see the implementation of cycle storage space. Details of which can be secured with a suitably worded condition found below.

Conclusion

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.

The LHA advises the LPA that if they are mindful to permit the above application then to attach the following condition:

Cycle Parking

The use hereby permitted shall not commence until covered and secure cycle parking spaces have been provided in accordance with plans and details **to be** submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Stephen Garrard
West Sussex County Council – Planning Services