WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	30 August 2019
LOCATION:	26 North Road Lancing BN15 9AB
SUBJECT:	AWDM/1234/19 Change of Use of A1 (retail) to a Yoga studio (D2).
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.

Proposal Summary
The proposal is for the change of use of A1 Retail to D2 Yoga Studio. The site is located on and accessed via North Road which is a C-Classified Road subject to a 30mph Speed limit.

Access
Access will be on foot via a pedestrian access from the street.

Vehicle Parking, Turning and Cycle Parking
Under WSCC Parking Guidance (adopted August 2019), the LHA would anticipate that 3 parking spaces would be sufficient for a D2 class of this size and location. This is lower than that of the current (A1) demand (4 Spaces) for this location and class usage.

A Nil car parking provision is proposed for the new yoga studio. Under the WSCC Car Parking Guidance (adopted August 2019), 3 car parking spaces should be provided for the proposal. 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. It could also be viewed that this proposal would represent a benefit given its lower anticipated parking demand. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking.

The site is located in a sustainable location within walking and cycling distance to a range of public services options. Bus and rail links provide a realistic travel opportunity for longer trips. It would not be anticipated that future customers of the establishment would be reliant on the use of a private motor vehicle. If achievable the LHA would ask that cycle parking (1 space per 4 staff plus visitor /customer cycle parking) be provided.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Condition

Cycle Parking – If achievable

The use here by 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