WEST SUSSEX COUNTY COUNCIL **DATE: 02/09/2009**
INFRASTRUCTURE CONSULTATION

FROM: Jamie Brown **TO: Adur District Council**
FAO: Carlos Hone

SUBJECT: ADC/0326/09- Change of use from a shop (A1) to a take-away (A5) and associated extraction and ventilation equipment

6 Seadown Parade, Bowness Avenue, Sompting, Lancing

CONSULTATION DATE: 19/08/2009

RECOMMENDATION:

Advice	X	**Modification**		**More Information**	
Objection		**No Objection**		**Refusal**	

S106 contribution: £ 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 Local Development 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.

It has not been stated whether the applicant has control of any of the car parking spaces along Seadown Parade therefore it is assumed a nil car parking provision is being proposed for this application. The WSCC Parking Standards are maximum standards based on the advice within PPG13. Consequently, as the maximum is not being exceeded no concerns would be raised. Whilst on-street car parking is limited in the immediate vicinity, I would not consider that highway safety would be detrimentally affected through the proposed nil car parking provision. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking. The shop is located within the Built Up area of Sompting where residents would have the choice to walk, cycle or use public transport as an alternative mode of travel to the private car in line with the governments sustainable travel policies.

This application appears to have no significant highway implications; therefore no concerns would be raised.

Jamie Brown
Local Development