WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC - Highways Authority
DATE:	26 May 2023
LOCATION:	64A Chapel Road, Worthing, BN11 1BN
SUBJECT:	AWDM/0508/23 Proposed Change of Use to convert the ground floor from a gift shop into a cafe and the first floor from offices to a two bedroom flat and to turn 64B Chapel Road from a coffee shop into office space.
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.

Summary and Context
This application is for the change of use of ground floor from gift shop to café and first floor from offices to two-bedroom flat, and convert 64b from coffee shop to office space. The site is located on Chapel Road, an A-classified road subject to a speed restriction of 20 mph.

WSCC in its role as Local Highway Authority (LHA) previously provided comment on this application, dated 21/04/2023, requesting more information regarding parking provision. Following submission of the requested information, the LHA has been reconsulted and raises no highway safety concerns.

Content
The site is served by an existing vehicular access on Chapel Road, an no alterations are proposed to this arrangement. The LHA does not anticipate that the proposed changes of use would give rise to a significant material intensification of use of this existing access.

Six existing car parking spaces are to be retained for use by the proposed church office/coffee shop staff. The LHA notes that the proposed parking layout of cars parking in tandem may result in cars being blocked in, although this is the existing arrangement.

Parking for the proposed residential use and visitors of the café would have to be accommodated on-street or within nearby public car parks. There are parking restrictions in place that prohibit parking in places that would be detrimental to highway safety. Weight is given to the fact the site is situated within a sustainable town centre location that is well connected by public transport, and residents won't necessarily need to own a private car.

Cycling is a viable option in the area. Existing cycle parking for four cycles have been demonstrated to the rear of the site, and this is considered suitable for the proposed use.

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 111), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services