WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Marie O'Keeffe
FROM:	WSCC - Highways Authority
DATE:	12 June 2020
LOCATION:	20 North Road, Lancing, BN15 9AE
SUBJECT:	AWDM/0776/20 Change of use from shop (Use Class A1) to restaurant and takeaway (Use Class A3/A5) including extraction flue to rear (east) elevation.
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 Strategic Planning 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.

Summary

This proposal is for the change of use from Shop (A1 Use) to Restaurant/Takeaway (A3/A5 Use), including extraction flue to rear elevation. The site is located on North Road, a C-classified road subject to a speed restriction of 30 mph in this location.

Content

No vehicular access is associated with this site. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the nearby road network is operating unsafely or that the proposed change of use would exacerbate an existing safety concern.

The applicant proposes a nil car parking provision, which is the existing arrangement. Under WSCC Parking Standards for A3/A5 uses, one parking space may be provided per 5sqm of public area and two spaces per bar for staff. As such, the LHA would expect a provision of 6-7 parking spaces for this proposal. Consequently, vehicular parking would have to be accommodated on-street.

Whilst on-street parking is limited in the vicinity, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that highway safety would be detrimentally affected by the nil car parking provision. The planning authority may wish to consider the potential impacts on on-street parking from an amenity point of view. The LHA appreciates that the site is situated in a sustainable location within close to public transport links, such as buses and Lancing Train Station.

The applicant has not demonstrated cycle parking provision. Under WSCC parking standards for A3/A5 uses, the LHA would expect a provision of one space per four staff and one space per 25sqm for customers. The inclusion of cycle parking helps promote the use of sustainable alternative modes of transport to the private car. If the planning authority believes cycle parking is justifiable, the applicant should demonstrate this in the form of covered and lockable storage.

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.

Kyran Schneider
West Sussex County Council – Planning Services