WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	Highways, WSCC
DATE:	06/04/2021
LOCATION:	14a High Street, Shoreham, BN43 5DA
SUBJECT:	AWDM/0435/21 Change of Use from Beauty Salon to cafe and hot food takeaway (Mixed Use E and Sui Generis)
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 Beauty Salon to Café/Hot Food Takeaway (Mixed Use E and Sui Generis). The site is located on High Street, an A-classified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns.

Content

No vehicular access associated with this site. The LHA does not anticipate that this proposal would give rise to a significant material intensification of movements to or from the 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 proposal would exacerbate an existing safety concern.

No parking is associated with this site, which is the existing arrangement. Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place nearby prohibiting vehicles from parking in places that would be detrimental to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a severe highway safety concern, nor give rise to any parking capacity issues. The LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Weight is given to the fact the site is situated in a sustainable high street location, within walking distance of public car parks and public transport connections. The site also benefits from public cycle parking on the footway fronting the site.

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