WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	2 July 2021
LOCATION:	40 North Roadd Lancing BN15 9AA
SUBJECT:	AWDM/1132/21 Change of use from vacant shop (use class E) to betting office (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 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.

This application is for the change of use of vacant E class retail shop to Sui Generis Betting Office. The site is located on North Road, a C-classified road subject to a speed limit of 30 mph.

The site does not benefit from an existing vehicular access and as such, no parking is proposed for the betting office use. The LHA acknowledge the sustainable location of the site, with a bus stop directly on the site frontage, proximity to other local shops and services, and within walking distance of Lancing Train Station. 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. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking from an amenity point of view. Given the existing retail use of the site and that staff and visitors to the existing use would arrive by foot, the LHA anticipate that the level of traffic generated would be of a similar nature.

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.

Nicola Fry
West Sussex County Council – Planning Services