

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	Highways, WSCC
DATE:	28/05/2020
LOCATION:	The Enchanted Florist, The Square, Angmering, BN16 4AE
SUBJECT:	A/52/20/PL Change of use from florist (A1 Shops) to barista coffee house/micro-bar (A3 Food & Drink & A4 Drinking Establishments). This application affects the character & appearance of the Angmering Conservation Area.
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 Florist (A1 Use) to Coffee House/Micro-bar (A3/A4 Use). The site is situated on High Street, a C-classified road subject to a speed restriction of 20 mph in this location.

Content

No vehicular access is associated with this development. 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. Additionally, given the scale of the proposed development, the LHA does not anticipate that this proposal would give rise to a material intensification of movements that could be considered "severe".

The LHA acknowledges a written representation raising the issue of potential conflict between vehicles and pedestrians along High Street. Whilst this could be considered an existing issue, as mentioned above, collision data indicates that there is no evidence to suggest the nearby road network is currently operating unsafely.

The applicant proposes a nil car parking provision, which is the existing arrangement. Under Arun Parking Standards, six car parking spaces may be provided 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 proposed nil car parking provision. The LPA may wish to consider the potential impacts on on-street parking from an

amenity point of view. The LHA notes that the existing use operated a nil car parking provision with no apparent highway safety concerns.

The applicant does not propose cycle parking. The LHA advises the applicant to consider the inclusion of secure and covered cycle parking facilities for customers and staff, in accordance with Arun Parking Standards. Cycle parking helps promote the use of sustainable alternative modes of transport to the private car.

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