

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	1 September 2020
LOCATION:	The Former Ship Inn Aldwick Street Aldwick PO21 3AP
SUBJECT:	AW/197/20/PL Variation of conditions 8-concerning hours of deliveries & 10 types of vehicles making deliveries following AW/211/14/PL. This application is in CIL Zone 4 (Zero Rated) as 'other development'.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

The proposal to vary the existing conditions 8 & 10 relating to planning permission AW/211/14/PL, has been considered by WSCC as the Local Highway Authority. No objection is raised to the proposed changes for the following reasons.

The proposal is to allow for a higher number of deliveries to the store which will increase to 28 weekly deliveries by rigid and articulated vehicles, and up to 12 newspaper deliveries. Whilst numbers may vary this can be equated to around 4 main deliveries, and 1-2 newspaper deliveries per day. The impact this will have on the operation of the highway network has been considered.

The proposed location for the loading and unloading will be directly outside the site on Aldwick Street, a 'C' classified 30mph road. The site benefits from double yellow lines, along the northern carriageway thus restricting parking and keeping this area clear for this purpose.

It is noticed the delivery entrance is located next to the unloading end of the vehicle which cancels the need for delivery drivers to use the highway to 'walk' pallets round to the front of the store. This has two benefits of keeping the workers safe and reducing conflict with pedestrians. Those using Aldwick Street on foot to the store can utilise the southern footway, of which there appears to be an informal crossing, leading pedestrians into the store frontage, and car park.

Swept path diagrams show a combination of movements and vehicle types to demonstrate a rigid vehicle, or articulated vehicle can load and unload in the highway without causing any significant harm to the operation of the highway network.

It is noted the largest vehicle used in the delivery management plan would be an articulated vehicle with dimensions of 2.6m in width and up to 16m in length. It has been said this will only be used on rare occasions and given the street dimensions would still allow a car or refuse truck to pass freely. Based on the submitted highway plan which shows the dimension of the road at three points, it is

confirmed that a 2.6m wide articulated lorry parked on the highway would still leave 3.6m available for one vehicle to pass safely.

Waiting in the highway for cars to pass, is a common occurrence and considered acceptable in most locations but is especially common outside busy locations such as shops. During these busier periods of time where waiting may occur, as per the NPPF this would not cause any significant or severe highway issues.

The LPA may wish the delivery management schedule to be given a unique number and date to include in the condition in order to identify which schedule we are referring to.

Alison Meeus

West Sussex County Council – Planning Services