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From: Alison Meeus

Sent: 28 April 2020 16:57

To: Simon Davis <Simon.Davis@arun.gov.uk>

Subject: RE: AW/237/19/PL The Former Ship Inn, Aldwick

Hi Simon,

Many thanks for the documents which I have been able to review and provide some comments for you, attached. Whilst the RSA does not propose anything new to what has already been approved under the original planning approval, the updated tracking does show that an articulated lorry would not be able to use the car park for loading and unloading without over running the northern buildout. We have also noticed that any articulated movements

should preferably travel to the site from the west and leave from the east to avoid over running the northern build out. This should be reflected in the delivery management schedule. Clarification should be sought over whether the existing bollards in the highway will remain, as it is not clear where these are in relation to the tracked vehicle.

Kind regards

Alison

5.1 - Carriageway levels should be reviewed and drainage provided at the proposed buildouts as necessary.

This is a detailed design matter that would be addressed as part of the detailed design of highway works as part of the post planning consent such as a Section 278 agreement. It is acknowledged that the applicant has not been involved in the design of the off-site highway works which are associated with a separate planning application. This shall therefore be addressed through a separate process to the determination of this planning application.

5.2 – A delivery management plan should be prepared setting out routing of delivery vehicles and how deliveries would be managed and supervised by trained members of the store staff.

WSCC has reviewed the swept path diagrams and would agree that articulated vehicles should only use the area adjacent to the building, however all rigid vehicles could safely use the car park as well. It is also noticed that Articulated vehicles over run the northern buildout if travelling in a westerly direction (from the east). As such WSCC would recommend these lorry are encouraged to access the site from the west and leave to the east. The delivery management schedule should be updated to reflect this.

5.3 – Carriageway widths and swept path should be sufficient for vehicles to manoeuvre.

WSCC agree there is sufficient space for vehicles to pass the delivery vehicle when it is stationary outside the building. It is acknowledged there will be times when cars will prefer to wait, especially if the car parking bays to the south west are in use. This is not an unusual practice and given the deliveries are scheduled to take place outside of peak operating hours, WSCC do not consider this to be a highway safety issue. There will be some minor delay to vehicles if they have to give way to allow opposing vehicle movements to proceed but this minor delay is not considered to warrant a reason for refusal; especially given that this practice could already occur within the highway under previous uses, and loading and unloading is permitted on double yellow lines.

5.4 – no issues raised in respect of junctions.

No comment

5.5 – Pedestrian routes approaching the store should be formalised.

The build outs were included in the original planning approval in response to local concerns over crossing due to the lack of footways on the northern side of the road. Whilst it is acknowledged there are no footways on the northern side of Aldwick Street, this is an existing situation. The build outs will provide a safe pedestrian link from the southern footway to and from the store.

5.6 – no issues raised in respect of signs, carriageway markings and lighting.

No comment