
From: Alison Meeus [REDACTED]
Sent: 22 April 2021 15:58
To: Planning
Cc: Angela.Moore
Subject: DC-321-21 (E-mailing consultation response)

Good Afternoon Angela,

I have to send this e-mail correspondence to you in this format as we are experiencing problems with our database.

I hope this will still get to you in a suitable format but if you have any questions just let me know.

Kind regards Alison.

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	<u>Horsham</u> District Council <u>FAO:</u> Angela Moore
FROM:	<u>WSCC</u> - Highways Authority
DATE:	22_April_2021
LOCATION:	<u>Billingshurst</u> Business Park <u>Stane</u> Street <u>Billingshurst</u> West Sussex
SUBJECT:	DC/21/0321 Erection of a <u>foodstore</u> (Use Class E) with customer car park, servicing area and associated landscaping.
DATE OF SITE VISIT:	<u>n/a</u>
RECOMMENDATION:	More information
S106 CONTRIBUTION TOTAL:	<u>n/a</u> / £ See below for breakdown.

The proposal for a 1,900 sqm food store has been considered by WSCC as the CHA, more information is required regarding sustainable travel options within the TA.(**see section in bold**)

The site has already received planning permission (DC-18-2122) for a phased industrial estate, located on a parcel of land, east of the A29 Stane Street in Billingshurst. This application seeks to change the nature of use in this parcel of land, from industrial warehouse to food retail.

Access

Access will be taken from the A29 via the newly created four arm round-a-bout. This has been built and is currently operational.

There will be two store access points from the main estate access road. On plan these are provided as 9m in width and swept path diagrams for a large HGV are shown to be able to use this with no issues.

Parking and Cycling

119 spaces will be provided including 9 parent and child spaces, 6 disabled spaces and 2 EVC charging spaces. This has been checked against WSCC car parking in new developments Sep 2020, document and HDC parking standards.

Food retail comes under the use class for Commercial, food and retail – E class and suggests a maximum standard of 1 space per 14sqm. Parking accumulation surveys undertaken using TRICS also support the provision of 119 spaces and highlight the maximum parking accumulation in the peak hour (between 12pm-2pm) as 44 spaces. WSCC raise no issue with the car parking proposal.

Manual for streets has been used as a guide to determine the number of disabled parking bays, and WSCC EVC Policy has been consulted regarding the provision of EVC charging. A minimum of 20%, which equates to 23 spaces. As most store visits are for a duration of 30mins, WSCC agree that two spaces will be sufficient, for now with the ability to expand as demand increases.

Cycle parking is slightly under our recommendations, whilst this is based on other Lidl's stores already operating, we would suggest this is kept on review as part of the Travel Plan and the location of the cycle store allows for expansion at a later date.

Transport Assessment

A Transport Assessment has been undertaken to establish if the new proposal for this parcel of land will cause any significant transport impacts which may require mitigation. As the original TA is recent, all data used within this TA has been taken from the original document.

TRICS data has been used to understand the associated trips with the retail store and WSCC believe this to be a robust approach, as by adding the additional TRICS data for the new store on top of this, means there will additional trips associated with original application still included.

Additionally, the baseline and committed development traffic has mostly been built and as such is already on the network, which leads us to conclude that even in the worst case scenario, using this data proves that all junctions can operate on an RFC of 0.9 or under, and the level of increase is not significant.

Sustainable Travel/Infrastructure

Whilst the TA promotes the creation of a Travel Plan, it should demonstrate that adequate consideration has been given to how existing desire lines are used; and whether enhancements would be beneficial. Areas of key consideration should include: -

The existing informal crossing point on the relief road

Any other walking or cycling routes, or potential routes within the housing development, which require enhancing to provide better access to and from the development site.

Please can this be actioned.

Road Traffic Casualty and Collision Data

Accidents data was interrogated, and whilst there were some reports of serious incidents these were not attributed to the design of the highway.

Construction Management

A CMP will be required to ensure all associated construction traffic is managed safely.

Alison Meeus
West Sussex County Council – Planning Services

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Please find attached WSCC Highways response to the above planning application.

Kind regards,

Alison

Alison Meeus | Senior Transport Planner (Development Management); County Highways
Team; Planning Services
West Sussex County Council

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