

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: M. Tomalova
FROM:	WSSC - Highways Authority
DATE:	4 April 2022
LOCATION:	Arun Retail Park Shripney Road Bognor Regis PO22 9NF
SUBJECT:	BE/16/22/PL External alterations to the existing building associated with the change of use from Class E Restaurant to Sui Generis (consisting of a coffee shop / restaurant selling food and drink for consumption on and off the premises), alterations to car park (including the creation of a drive-through lane, reconfiguration of cycle parking, new pedestrian crossings, and the increase in number of car parking spaces), relocation of footpath, removal of 4 x TPO trees (to be replaced), landscaping and associated works. This site is in CIL Zone 4 (Zero Rated) as other development.
DATE OF SITE VISIT:	1st April 2022
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

Background

The application proposes the former Pizza Hut restruant to be converted into a drive thru facility for Tim Horton's. The application is accessed from an existing junction arrangement onto the A29, Shripney Road. This serves all other outlets within the Arun Retail Park. To support the transport aspects the prospsals are supported by way of a Transport Statement (TS).

Access and Visibility

The proposals will utilise the existing access arrangement onto the A29 with no changes to its layout or geometry proposed. Visibility to the south from the proposed point of access is sufficient. This access arrangement has been in use for some time serving other retail outlets in the Arun Retail Park and is considered acceptable for the purposes of this application.

Layout and Parking

The TS has used the TRICS database to establish the likely parking demand generated by the proposed development. The assessment has used other drive-thru sites from the same proprietor to inform the assessment, which considers parking demand on both a weekday and weekend. This demonstrates that the peak demand for parking is likely to be in the order of 18 vehicles on a Saturday afternoon. The drive thru lane has capacity for 9 vehicles, which is considered appropriate to accommodate the likely demand without causing queuing within the site and on the existing car park. Within Appendix A the applicant has a number of drawings that demonstrate the on-site layout including parking spaces and the drive thru lane.

Capacity

Traffic flow information has been provided with the current application. In Section 3 of the TS this considers the cumulative impact of the proposed drive-thru unit. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation.

The TRICS assessment identifies that the flow of traffic will be from the main site access from the A29 with a worst case of 128 two way movements on a Saturday afternoon during the peak hour operation. The LHA would accept the TA's principle that customers to the site unlikely to make a dedicated trip and are more likely to call in to the drive-thru as part of another journey purpose.

The TS also includes an assessment via the PICADY software to identify the impact of the proposed facility on nearby junctions on the network. Having assessed the information within the assessment it is likely the existing junction accessing the A29 provides sufficient capacity to meet the traffic demands associated with a development. In reviewing the standalone impact it is evident that the proposed development will have a negligible impact on the operation of the local network. The National Planning Policy Framework (paragraph 111) indicates that development should only be resisted where the cumulative impact is severe. While the development will see an increase in vehicular movements the modelling demonstrates that it will continue to operate within theoretical operating capacity, therefore the impact is not considered to be 'severe'.

Accessibility

The site has access to pedestrian/cycle links, which connect the site to the public transport network that serves the local area as well as key employment areas/community facilities.

Stopping Up

An area of existing highway verge adjacent to the A29 is required to allow for the Drive Thru facility. The plans do not appear to show an existing totem sign is currently in close proximity to where this application proposes the drive thru lane. There may be a requirement to re-site this sign to an appropriate location. The 'Stopping Up' process can be obtained in tandem with the planning application to 'Stop Up' the area of land as outlined within the TA. As part of this consultation we have made the Area Highway Manager aware of the potential application. The process should be applied for through the The Town and Country Act.

The below links explain the process-

<https://www.planningportal.co.uk/permission/responsibilities/other-permissions-you-may-require/highway-stopping-up-or-diversion-orders>

<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 111), and that there are no transport grounds to resist the proposal. Any approval of planning consent would be subject to the following conditions:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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.

INFORMATIVE

Stopping Up Order

The applicant is advised that the existing public highway to be incorporated into the development must be the subject of a Stopping Up Order. This process must be successfully completed prior to any highway land being enclosed within the development. The applicant should contact the Department for Transport's National Transport Casework Team in order to commence this process:

National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR

<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

Jamie Brown
West Sussex County Council – Planning Services