

S2D.

Amanda Scholes

From: Amanda Scholes on behalf of Planning.Responses
Sent: 20 May 2014 13:43
To: Planning Scanning; Amanda Scholes
Subject: FW: BE/23/14
Attachments: BE2314b.docx

From: Simon Davis
Sent: 20 May 2014 11:37
To: Planning.Responses
Subject: FW: BE/23/14

Highway Comments

From: Dominic Smith [REDACTED]
Sent: 19 May 2014 16:26
To: Simon Davis
Subject: BE/23/14

Hello Simon,

Please find attached my comments. I've got a bit of uncertainty regarding what is proposed – it's suggesting non-food retail, but a discount food retailer is referred to in the planning docs?

Kind regards,

Dominic

<u>Dominic Smith</u> Senior Planner, Strategic Planning, <u>West Sussex County Council</u> Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH
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I [REDACTED]

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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 19th May 2014

**FROM: Dominic Smith TO: Arun District Council
FAO: Simon Davis**

SUBJECT: BE/23/14/PL

**Change of use from Class B8 (Storage or Distribution) to Class A1 (Shops)
including partial demolition.**

**Adjacent warehouse site to McDonalds, Oldlands Way, Bersted, West Sussex,
PO22 9SA**

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☒	No Objection	☐	Refusal	☐

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted on the proposed change of use from B8 storage or distribution to A1 retail. Comment has previously been offered where further information was sought regarding the transport impact of the development.

The LHA raises an objection to the proposed development for the following reasons;

- Given the nature and location of the site, the development does not take up the opportunity to encourage the use of sustainable modes of transport contrary to paragraph 32 of the National Planning Policy Framework
- It has not been demonstrated that safe and suitable access to the site can be achieved for all people, contrary to paragraph 32 of the NPPF
- It has not been demonstrated that the development will not have a severe impact on the operation of the local network, contrary to paragraph 32 of the NPPF

The following is the detailed response of the LHA.

Transport Assessment (TA)

The Applicant has submitted a TA in support of the proposed development which considers the impact that would arise from a change in use. Trip generation has been assessed on the basis that the proposed use will be a non-food retail development. However, other planning documents submitted alongside the application indicate that interest in occupation has been expressed by a discount food retail operator. The trip generation associated with a food retail use differs from that associated with a non-food retail use and trip rates are often higher. Clarification is sought on the proposed use of the site and, if food retail permission is sought, the assessment should reflect this use.

In addition, peak operating hours of a retail store often occur during Saturday PM but no assessment of the impact at this time has been provided. It is likely that the former use would have been less intensive over a weekend period and therefore the development would lead to an

intensification of movements on the network at this time. An assessment of weekend operation is required.

In accordance with the WSCC Transport Assessment Methodology, junction capacity analysis should be undertaken where development leads to an increase of 30 or more movements in any hour. Full TRICS outputs should also be submitted to review site selection parameters used and determine the suitability of the assessment undertaken.

Parking

Parking accumulation is based on the output of the TRICS assessment. As mentioned above, full TRICS outputs are required to determine the suitability of the assessment. Further consideration will be required in the event that permission for food retail is sought. If an end occupier has been identified then operational information relating to the company should be used to determine suitable capacity is provided.

Access

The proposals include revised access arrangements; while there appears to be a good level of visibility, splay should be provided on the access plans from a setback of 2.4m and in accordance with Manual for Streets guidance within either land owned by the Applicant or within the highway boundary.

In accordance with the WSCC Road Safety Audit Policy, a Road Safety Audit: Stage 1 and Designer Response is required but has not been provided as part of the application.

The location of parking in the proximity of the access could result in the vehicles exiting the spaces coming into conflict with vehicles accessing the site, or result in Oldlands Way becoming obstructed unexpectedly while vehicles wait for the vehicles exiting the space.

Accessible Links

The site is located in a location where alternative modes to the car are a viable journey choice. Bus, cycle and pedestrian infrastructure is located adjacent to the A259 to the rear of the store; it is unclear whether these will link directly with the site and provide more direct access, or whether customers would be expected to route via Oldlands Way to access the site.

The plans do not appear to indicate a route for pedestrians from Oldlands Way, who would instead be expected to share the internal car park roads. Provision should be made to provide a dedicated provision to encourage the use of sustainable modes. In addition, there appears to be no provision to encourage cycle journeys such as sheltered and secure parking.

The National Planning Policy Framework requires that “*..the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site..*”. While the site is located where a range of alternative modes are available, the LHA do not consider that the site has taken up the opportunity to encourage the use of sustainable transport.

Dominic Smith
Strategic Planning