

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 12th May 2014

**FROM: Dominic Smith TO: Arun District Council
FAO: Cian Cronin**

SUBJECT: BE/37/14/PL

The introduction of new (replacement) mezzanine floorspace of 485.9 sqm within Unit D1 and a small extension of 13.3 sqm at ground floor level, the use of Unit D1 for food and drink sales without complying with condition 4 of planning permission BE/169/88, new shopfront and other facade works, tenant plant enclosure and other associated works. The change of use of Unit D2 from sui generis to Class A1 retail use including for clothes sales and an ancillary cafe, a side extension of 177.1 sqm and an 820.7 sqm mezzanine floorspace to Unit D2, facade works and other associated works at Arun Retail Park.

Units D1 and D2, Arun Retail Park, Shripney Road, Bersted, Bognor Regis, West Sussex, PO22 9NF

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 redevelopment of the existing Kwik Fit motor garage and the former Comet store located at Arun Retail Park.

No objection is raised subject to condition.

Trip Generation and Capacity

The applicant has undertaken an assessment of the additional traffic that would be generated by the change in use as well as the extension of floor areas and mezzanine space.

It is noted that mezzanine floor spaces does not have the same generation characteristics as ground floor space; previous research demonstrates that mezzanines have a lower generation as they typically offer a greater range of products to the existing customer base as opposed to attracting a significant number of new customers. In addition, the site is located in close proximity to existing retail offering and there would be a large element of cross-visitation or linked trips expected.

The applicant has not made a reduction in the proposed trip generation and has used a reduction of 30% to represent the element of linked trips, while evidence such as TRICS report 95/2 suggests that up to 70% would be considered appropriate; the assessment undertaken by the applicant is considered to be robust. No capacity constraints are noted and the LHA are satisfied that the proposals will not have a severe impact on the operation of the highway network.

Parking

Following on from the trip assessment, the applicant has undertaken an assessment of the parking capacity. A survey of the current provision indicates that up to 50% of the spaces are occupied

during peak operating hours on a Saturday. The proposed development will increase occupation by up to 107 spaces, although no reduction has been made for cross-visitation (customers that will already be at the retail park so would not represent a 'new' car parked on the site). The assessment demonstrates that there is sufficient parking capacity on-site to accommodate the proposed development, with a residual capacity of at least 27%.

Sheltered cycle parking, in accordance with WSCC standards, is to be provided.

Servicing and Travel Plan

The stores will use the existing service arrangements to the rear of the site; these are considered to be appropriate.

While a development of this scale would not require a full Travel Plan to be provided in support of the application, a draft Travel Plan Statement has been included. Occupiers of the site would look to implement their own organisation specific plans in accordance with their own staff and operating policies.

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 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.

Dominic Smith
Strategic Planning