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Save the environment - think before you print.

**From:** Debbie Farrell [REDACTED]  
**Sent:** 15 August 2017 18:32  
**To:** Simon Davis  
**Cc:** Planning.Responses  
**Subject:** FP 161 17

Simon – apologies, I can find no record of this being sent.

Debbie

Debbie Farrell | Planner, County Highways (Development Management), Planning Services;  
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WEST SUSSEX COUNTY COUNCIL  
PLANNING SERVICES CONSULTATION

DATE: 25 July 2017

FROM: Debbie Farrell TO: Arun District Council  
FAO: Mr S Davis

SUBJECT: FP/161/17/PL - Variation of condition 15 imposed under FP/133/08/ relating to hours of servicing/deliveries.

Tesco Express, 126 Felpham Way, Felpham, PO22 8QW

DATE OF SITE VISIT:

RECOMMENDATION:

|           |                                     |              |                                     |                  |                          |
|-----------|-------------------------------------|--------------|-------------------------------------|------------------|--------------------------|
| Advice    | <input type="checkbox"/>            | Modification | <input checked="" type="checkbox"/> | More Information | <input type="checkbox"/> |
| Objection | <input checked="" type="checkbox"/> | No Objection | <input type="checkbox"/>            | Refusal          | <input type="checkbox"/> |

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**Reason for Refusal**

**The proposal does not include adequate provision on the site for the parking of delivery vehicles in a satisfactory manner during the peak hours of 07:00 – 09:00 and 16:00 – 18:00 and the proposal would be likely to result in standing vehicles which would interrupt the free flow of traffic on the public highway and add to the hazards of other highway users.**

Whilst the Highway Authority would object to the proposed alteration to the Condition, no objection would be raised to the alteration to 'no deliveries between the hours of 07:00 – 09:00 and 16:00 – 18:00.

A Planning Statement has been submitted with the application which provides reasoning for the proposed alteration to delivery hours. The points raised will be addressed below.

**Existing Condition**

The store is currently prevented from taking deliveries before 0900 and after 1600. From a highway safety perspective, I can see no reason why deliveries cannot be scheduled before 07:00 and after 18:00 and would agree this condition would be difficult for the store to manage. It is reported that ADC commissioned the services of a Highway Consultant with regards to the operation of the site. The consultant raised no objection to the proposal but did however recommend a condition to limit delivery times to outside of peak hours.

**Car Park Capacity**

It is suggested that there is spare capacity within the car park during peak hours. No car park capacity survey has been submitted, however from onsite observations vehicles regularly park adjacent to the store where there are no parking spaces which cause some congestion problems for vehicles at the 'in' access and limited visibility for pedestrians. The car park has been observed at peak times at capacity with vehicles waiting outside of the store for a space.

#### Sufficient space within the site for HGVs

There is sufficient space within the site for delivery vehicles to park adjacent to the store, the large hardstanding area is of great benefit in highway safety terms. The main car parking area to the east of the plot has space for 14 vehicles (including 2 disabled spaces) with room for reversing manoeuvres. However, in addition there are 3 echelon parking spaces to the south of the site and directly opposite the parking area for delivery vehicles. Drivers are unlikely to reverse into these spaces and although there is spaces to reverse out of these spaces when a delivery vehicles is parked visibility is restricted and the manoeuvre can restrict the flow of other vehicles into the main car park. Therefore a 'bottleneck situation can arise when delivery vehicles are present resulting in cars being unable to access the site from the public highway, standing vehicles in the highway, unsafe parking and problems for pedestrians. The presence of the delivery vehicle also restricts visibility of the main car park for drivers entering the site leading to unsafe parking outside of the store and close to the junction.

#### Site Layout

The site has 2 vehicle access points which operate strictly as ingress from the B2259 and egress onto the B2132 and then directly onto the roundabout junction with the B2259. Congestion within the site during deliveries would unlikely have a detrimental impact on the operation of the egress access. However, ingress to the site from the west is via a single vehicle right turn lane and from the east the manoeuvre involves a tight turn into the site in a 'hairpin' type manoeuvre.

#### In the vicinity of the site

The site is located adjacent to a playing field/children's playground and Church Hall at which a children's nursery operates. A 3 form entry Primary School is located very close to the site. In addition, another 3 form entry Primary School and a Secondary are located approximately 1.5km from the site. All 3 schools have the same catchment area of Felpham, Middleton and Elmer resulting in high traffic volumes passing the site, a large demand for the store in peak hours and above average pedestrian movements.

#### Bognor Regis Relief Road

Whilst figures have not been provided, it is agreed that the volume of traffic using the B2259 will have decreased since the opening of the BRRR. However, the junction capacity (B2259/B2132) is not considered relevant to this proposal, nor would the Highway Authority, in this instance, raise any objections to additional HGV's on the network at peak times.

In conclusion, the Highway Authority would not raise an objection to the modification of the condition. However, do raise an objection to the hours proposed as it is likely that deliveries during peak hours would result in vehicles backing up onto the public highway or waiting outside of the right turn lane. There are also a high number of pedestrian movements, especially in the AM peak which would be vulnerable to any congestion on-site or within the vicinity of the access.

**Debbie Farrell**  
**Planning Services**