

Application Correspondence

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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From: Simon Davis
Sent: 17 November 2017 16:13
To: 'Miles Young'
Cc: Jessica Ferguson
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Dear Miles,

I have agreed with my Team Leader that we will go back to Highways one last time with your latest email and ask for their final thoughts. If they maintain an objection, then we will refuse the application.

Kind Regards

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From: [REDACTED]
Sent: 17 November 2017 12:02
To: Simon Davis
Cc: Jessica Ferguson
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Simon,

The County Council's most recent comments may not have the benefit of Paragraph 34 of our Planning Statement, which states:

"Observations during delivery events demonstrate these are carefully coordinated. Tesco logistics' provides plentiful notice to the store of an incoming delivery and this enables store staff to place cones in front of the store to ensure the vehicle is directed swiftly into a safe and suitable location. The driver is assisted by staff to move cages from the lorry to the cage marshalling area at the side of the store. In anticipation of the delivery vehicle arriving, store staff prepare empty cages containing returns, refuse and recycling to be taken away. A member of store staff remains with the vehicle at all times during loading and unloading to ensure the safety of the site for staff and customers. Once complete, the delivery is logged and the driver departs. The whole

procedure, from arrival to departure, rarely takes longer than 20 minutes. Deliveries to the site by non-Tesco vehicles, tend to be quicker."

Please also see attached photo.

To confirm, our client is requesting relaxation of a delivery condition which was originally justified on the basis of highway capacity and amenity issues. Whereas the County Council is introducing issues which are either not directly related to the application subject, or for which (as above) solutions already exist.

We have demonstrated a conciliatory approach throughout the application, in particular, by agreeing to prevent deliveries during the long afternoon peak when both the store and the adjacent highway are notably busier. That is entirely reasonable and justified in planning terms.

However, we can see no sustainable reason to object to our very sensible proposed amendment to the condition and can therefore now only agree an extension of time on the basis you support the application (ie, to provide sufficient time to prepare a report and issue a decision).

We look forward to understanding your position on this.

Regards,
Miles

Miles Young
Director

21 Buckingham Street
London, WC2N 6EF
Tel: 0207 930 0007

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PLANNING PRACTICE

From: Simon Davis [<mailto:Simon.Davis@arun.gov.uk>]

Sent: 17 November 2017 11:47

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Dear Jessica,

I note the current extension has expired. Can we agree a further one until Friday 1st Deember please.

Kind Regards

Simon J Davis MRTPT | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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From: Simon Davis
Sent: 08 November 2017 12:55
To: 'Miles Young'
Cc: Jessica Ferguson
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Dear Miles,

I have checked with Highways and although this does mitigate part of the issue, they still have concerns about the illegal parking as set out in their earlier emails. I have been advised further that:

"Yes, the comment on illegal parking still stands. Delivery vehicles cannot enter the site and park when cars are parked adjacent to the store and this still needs to be addressed by the applicant. Of the options available some form of no parking markings adjacent to the store could be considered, however these will need to be enforced by the store staff. Alternatively the area could be 'coned off' by store staff when deliveries are due. It is appreciated that there is a business need for morning deliveries, however with customer's existing parking habits, deliveries are highly likely to result in standing vehicles in the highway - which is a highway safety concern."

Kind Regards

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From: [REDACTED]
Sent: 03 November 2017 17:17
To: Simon Davis
Cc: Jessica Ferguson
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Simon,

I confirm agreement to the County's suggestion of no deliveries between 1500 and 1800 on weekdays. Are you now able to approve?

Many thanks,
Miles

Miles Young
Director

21 Buckingham Street
London, WC2N 6EF
Tel: 0207 930 0007

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From: Jessica Ferguson
Sent: 23 October 2017 18:34
To: 'Simon Davis' <>
Cc: 'planning@arun.gov.uk' <planning@arun.gov.uk>
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

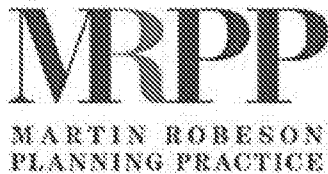
Simon,

Many thanks for your email. In order to facilitate your suggestion, I agree an extension of time until 3rd November.

Kind regards,
Jessica

Jessica Ferguson
Senior Planner
MRPP
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From: Simon Davis [mailto:Simon.Davis@arun.gov.uk]
Sent: 12 October 2017 17:14
To: [REDACTED]
Subject: FW: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Hi Jessica,

I have received the below email from Highways in response to your submission of 06 October. You may wish to try and discuss this direct with Highways?

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, [Arun District Council](http://www.arun.gov.uk) |
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From: [REDACTED]
Sent: 10 October 2017 14:41
To: Simon Davis
Subject: FW: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Hi Simon

Although the graph provided gives an indication of Sales and the possibility of increased visitors during the evening peak it does not tell us a great deal about traffic levels. I have visited the site a number of times and there is a consistent problem with vehicles parking adjacent to the access on 'non parking spaces' a problem likely to be exacerbated by parked delivery vehicles.

If the condition was to be altered to *additionally, there shall be no deliveries to the retail unit between 1500 and 1800 on weekdays only* to include the school peaks this could be considered. However, there is still the issue of 'illegal' parking which needs to be recognised and addressed by the applicant. Whilst this type of parking is not actually illegal as it's off the public highway it does indicate there is a capacity problem which will be made worse by delivery vehicles during the peak periods.

Please call if you would like to discuss further.

Kind regards
Debbie

Debbie Farrell | Planner, County Highways (Development Management), Planning Services;
Economy, Planning, Place Directorate, West Sussex County Council
Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1QT
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From: Simon Davis [<mailto:Simon.Davis@arun.gov.uk>]
Sent: 09 October 2017 10:38
To: Debbie Farrell
Subject: FW: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Hi Debbie,

Further to your email of 06 September, I have received further information from the applicant in the below email (and with reference to the attached graph). They are asking if you can agree to the following revised condition: *"No servicing or deliveries (with the exception of newspapers) to the retail unit hereby approved shall take place between the hours of 2300 and 0700 on any day. Additionally, there shall be no deliveries to the retail unit between 1600 and 1800 on weekdays only."*

I look forward to hearing from you.

Kind Regards

Simon J Davis MRTPI | Principal Planning Officer, Planning Department, Directorate of Place, Arun District Council |
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From: [REDACTED]
Sent: 06 October 2017 18:40
To: Simon Davis
Cc: Miles Young; Planning
Subject: RE: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Simon,

We have now reviewed the County's response in respect of highways. Their main concern relates to the impact of deliveries on the safe operation of the site during weekday peak hours. This concern arises from the assertion that it is difficult to manoeuvre in and out of the echelon spaces opposite the store and therefore this is likely to result in a delay with vehicles waiting close to the site access. They allege that whilst this situation could occur at any time of the day, it can be contained within the site outside of peak hours. It is asserted that during peak times however, blocking could impact the public highway due to the number of vehicles entering the site. Thus, although the County Council does not object in principle to amending the delivery condition, they propose that deliveries are restricted between the hours of 0700 to 0900 and 1600 to 1800 (considered by the County Council to be the 'peak' hours here).

Conversely our onsite observations and discussions with store management indicate that the car park operates well and would not be prejudiced by the presence of delivery hours during the weekday peak hours. However, we have now obtained sales data which provides an indication of the hourly trading performance of the store for each day. This data is provided in the attached graph and shows that the peak activity of the store occurs at two points during the trading day; lunchtime (between 1100 and 1300) and evenings (between 1600 to 1800). However, it can be seen that during the AM peak (0700 and 0900), the store is quiet relative to other periods. There is therefore no justification to limit store deliveries taking place in the morning. The car park is designed to operate efficiently whilst deliveries are occurring and data in respect of store activity identifies that this is one of the quieter periods in the trading day.

The design of the car park is one which ensures that any interaction between delivery vehicles and customers is limited and any potential delay in manoeuvring in to/out of an echelon space is momentary. Notwithstanding this and our view that there should be no restriction on the hours of delivery, the client is mindful of the activity of its store and would therefore be willing to restrict weekday deliveries between 1600 and 1800. This relates to the weekday peak activity of the store and also corresponds with the suggested peak activity of the adjacent highway.

Your Environmental Health colleagues raised no objection, but requested that no deliveries take place between 0600 to 0700, which our client is willing to accept.

Thus, in light of the foregoing, our client can accept the following amended condition:

"No servicing or deliveries (with the exception of newspapers) to the retail unit hereby approved shall take place between the hours of 2300 and 0700 on any day. Additionally, there shall be no deliveries to the retail unit between 1600 and 1800 on weekdays only."

On the basis you are agreeable to our client's position we agree to a further extension of time until 13th October.

Kind regards,
Jessica

Jessica Ferguson
Senior Planner
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PLANNING PRACTICE

From: [REDACTED]
Sent: 06 September 2017 12:13
To: Simon.Davis@arun.gov.uk
Cc: [REDACTED]
Subject: FP/161/17 - Tesco Store, Felpham - Variation of Condition

Dear Simon

Further the email of the 23/08 from Simon Davis, we have the following comments:

The information provided in support of the original application FP/133/08 does appear to focus on the impact of additional traffic on the local highway network and not on the operation of the site itself and the impact of delivery vehicles on highway safety in the immediate vicinity of the site access. However, no reason is given in the WSP Transport Review report as to why the condition restricting deliveries to outside of peak hours was recommended.

From the site visit photographs, it can be seen that manoeuvring in and out of the echelon spaces (in particular the two most easterly) spaces may be difficult for vehicles other than a small car type when deliveries are taking place. In addition, the westerly space results in vehicles reversing onto the pedestrian crossing. Whilst these manoeuvres are possible and could be shown with a traffic plot on a plan, they do appear to be limited and likely result in vehicles waiting at or close to the access for a prolonged period.

The photographs also show vehicles parked in areas within the site which are not parking spaces i.e. on either side of the access. It is appreciated that this is a decision made by drivers and difficult to manage however it is argued that this type of parking will continue to occur and does have an impact on the application.

Whilst it is acknowledged that a bottleneck could occur at any time of day due to; irresponsible parking and slow manoeuvres out of the echelon spaces, the result of such a blockage is likely to be contained within the site outside of peak times. However, during peak times has the potential to impact on the public highway due to increased demand to access the store.

The Tesco's store is indeed visible from the A2259 and it is likely that a proportion of drivers who see the car park is at capacity will not stop. However, there are also a proportion of drivers who will stop regardless. Due to the nature of the store as a convenience facility drivers may consider their visit to be a necessity during peak hours; to and from work/school run etc.

As mentioned in my previous response, no parking capacity survey/analysis of the car park operation has been submitted nor has any up-to date traffic data been submitted. The BRRR has been fully opened since March 2015 and traffic levels in the area have altered considerably and whilst there has been a reduction in through traffic there has been an increase in local traffic due to the new development and likely an increase in previously untapped demand for the A2259 (local journeys) due to less congestion.

In conclusion, there does not appear to be any up to date information on traffic flows/ car park demand/car park operation/proposed number of deliveries to support the application and therefore our objection is based on site observations at peak times and recommendations from the original application. As Highway Authority we need to ensure a site is operating safely for all road users, additional survey information may provide sufficient evidence to show that the site will still operate safely with deliveries occurring at peak time –

there is also the potential to reduce/alter the peak times as local traffic peaks may be linked to school start/finish times for example.

Kind regards,

Debbie

Debbie Farrell | Planner, County Highways (Development Management), Planning Services;
Economy, Planning, Place Directorate, West Sussex County Council
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