

From: Jamie Brown [REDACTED]
Sent: 16 February 2017 15:51
To: Planning.Responses
Subject: LU-20-17

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 14/02/2017

FROM: Jamie Brown **TO: Arun District Council**
FAO: D Easton

SUBJECT: LU/20/17/PL-Construction of new drive-thru unit (A5 Hot food takeaways) with associated external works.

Land adjacent to Shell Garage, Worthing Road, Littlehampton, West Sussex, BN17 6LE

RECOMMENDATION:

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**Information
Objection**

Advice

Modification

More

No Objection

Refusal

I refer to your consultation in respect of the above planning application and would provide the following comments.

Background

The site is accessed from the A259 to the north and the B2187 Worthing Road to the south. The site is located to the north east of Littlehampton and positioned centrally on the main local distributor road (A259) which runs east to west. At present the site has a petrol filling station, fast food outlet and hotel with associated parking. The application will form a drive-thru coffee outlet of 45 sqm to the south of the site. Improvements are proposed to the internal arrangements as at present there are no road markings provided. The proposals are supported by way of a Transport Statement (TS) which includes TRICS trip rate data.

Access and Internal Arrangements

There will be no changes to the existing point of access onto Worthing Road or the A259. Both accesses to the site are existing operations and have been in operation for some time. Internal alterations are to take

place within the site. This includes a circulatory drive-through access road located on the access road between the roundabout with Worthing Road and the filling station. The applicant proposes a centre line in this location to provide separation between drivers travelling in either direction. It is likely this would assist in lowering vehicle speeds throughout the site as a result of drivers being deterred from travelling in a straight line. The works proposed are internal of the highway. The changes proposed would provide a more formalised approach to traffic entering the site and an improvement over what currently exists.

The LHA have reviewed data supplied to WSCC by Sussex Police over a period of the last 3 years. There have been no recorded injury accidents at either the junction with the A259, nor in the vicinity of the site access onto Worthing Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed would exacerbate an existing safety concern.

Parking

A provision of 5 spaces has been made available within the site; whilst this is likely to be sufficient if equal spacing could be guaranteed between customer visits, the length of the stay is likely to lead to temporary parking demand spilling over from the site at times. The LHA will only consider the impact of overspill parking from a safety perspective; matters of amenity would be a matter for the consideration of the Local Planning Authority. While it is likely that some overspill parking may occur it is not considered that this would be detrimental to highway safety and key locations in the public highway are subject to enforceable parking restrictions.

Trip Generation and Capacity

In assessing trip generation and its impact, it is standard practice to do this on an hourly and daily basis in order to establish the day to day impact resulting from a development proposal. In addition to the information submitted by the Applicant, the LHA have used the Trip Rate Information Computer System (TRICS) to assess the likely trip generation of the proposed use. This is industry standard software that is supported as an assessment tool through the WSCC 'Transport Assessment Methodology' and the DfT 'Guidance on Transport Assessment'.

A trip analysis has been undertaken on the use type 'Hotel, Food and Drink' in the use class 'Fast Food Drive Through'; the assessment has been undertaken in accordance with TRICS 'Best Practice Guidance'. A copy of this report is found within the TS. This establishes that there would be two defined peak hours, one at 0800-0900 and another at 1700-1800. It is anticipated that there would also be in excess of 3-4 movements between the hours of 0900-1000 and 1600-1700. An overall vehicular trip rate of 111 daily movements would be expected. It is likely that some of these trips will already be on the wider network, i.e. as part of a diverted commuting trip where a fuel or food is provided for an onward journey is made to a place of employment. Given the sites location in close proximity to higher order roads the chances of this occurring are greater. In summary from a capacity perspective the LHA are satisfied that this proposal will not result in a 'severe' residual impact when compared against Paragraph 32 of the NPPF.

Summary

The proposed development is forecasted to generate a small increase in the number of vehicular movements than has been generated historically by the site. These movements will be spread across the day. During these periods it is anticipated that there will be a small demand for temporary parking within the site, however the parking proposed is considered sufficient for the needs arising from the proposal.

A review of the Worthing Road junction indicates that there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the existing uses has been detrimental to highway safety. It is not considered there would not be a material change when accommodating a comparable level of daily traffic as would be generated by the small 45 sqm facility from this application.

The LHA does not consider that the proposed change of use would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal.

Jamie Brown

Strategic Planning

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