

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 26 April 2018 09:02
To: Planning Scanning
Subject: FW: Local Highway Authority Response
Attachments: LY2817A.docx

From: Ian Hayward [REDACTED]
Sent: 25 April 2018 12:14
To: Planning.Responses
Cc: Anita Gardner; Gary Markwell
Subject: **Warning Active Content** Local Highway Authority Response

Please could the attached response be distributed to the relevant case officer please.

I have cc'd Councillor Gary Markwell into this correspondence to ensure he is aware of planning applications or events that are happening in his division.

Ian Hayward
Planning Services

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	Highways, WSCC
DATE:	25/04/2018
LOCATION:	Crossbush Farm Shop, Lyminster Road, Lyminster, West Sussex, BN17 7QN
SUBJECT:	LY/28/17/PL Change of use of existing building from farm shop & cafe to a brewery tap room (bar), fresh coffee bar & cafe & retail space.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	☒ Advice ☐ Objection ☐ Modification ☐ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Planning Services should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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

Context & History

West Sussex County Council was consulted previously on Highway Matters for this site under planning application LY/14/11 for change of use of part of existing agricultural building, to farm shop and alterations to existing access.

No highway concerns were raised on the basis that the proposal included the closure of Calceto Lane access by motor vehicles. This on balance outweighed the detriment that could be caused by intensifying the use of the main existing farm shop access point onto Lyminster Road which was to be improved, albeit with visibility splays that were marginally substandard for the recorded speed survey at the time.

This application seeks the change of use of Crossbush Farm Shop, Lyminster Road, Lyminster from a farm shop & cafe to a brewery tap room (bar), fresh coffee bar & cafe & retail space. The floor space involved would equate to 291 sqm.

West Sussex County Council was consulted previously on Highway Matters for this application and provided a response dated 05/03/2018 requested more information pertaining to:

- Trip Generation
- Access Works
- Calceto Lane Access Closure
- Car Parking

Subsequently additional information has been provided.

Trip Generation

The applicant has provided a more detailed breakdown of the floor spaces provided for the various mixed uses of the site. In summary:

- Existing Use – circa 195 sqm mixed farm shop / café
- Proposed Use – circa 205 sqm mixed brewery tap room (145 sqm), fresh coffee bar & cafe & retail space (60 sqm)

Essentially the proposal seeks change of use of 145 sqm of mixed farm shop / café floor space with a brewery tap room.

WSCC have inspected the Trip Rate Information Computer System (TRICS) Database in order to ascertain trip rates for the existing and proposed use. Upon review there are insufficient related sites within the database in order to make a robust assessment.

The Local Highway Authority have considered the change in floor space and from experience of other similar applications would conclude that it would be difficult to substantiate that the proposed change of use will result in a material intensification of use at the site and access point onto Lyminster Road.

Access

Access will be achieved via an existing point of access onto Lyminster Road which is 'A' classified and subject to a 40 mph speed limit at this point.

The access improvement works previously secured under LY/14/11 have been implemented under licence to a specification obtained from the WSCC Area Office. While the access works are within an inspection period I would be satisfied the works have been undertaken and there would be no need to secure them as part of this application.

The latest block plan (Rev A) now shows the previously agreed closure works on Calceto Lane to remove access by motor vehicles.

WSCC Public Rights of Way

Calceto Lane is a Public Right of Way (F.P. 2205). I have consulted with WSCC Public Rights of Way and they have concerns that the previously approved closure works (45 degree fencing) would restrict the width of the public right of way to an unacceptable degree.

However it has been agreed that in principle a feature such as a bollard could be used to prohibit vehicular movements. As such I would be minded to advise that plans and details be secured via planning condition to agree these works prior to occupation. The applicant would be advised to contact WSCC Public Rights of Way prior to preparing this information for submission/approval.

These works will result in removing vehicular movements associated with 245 and 246 Lyminster Road from the Lyminster Road / Calceto Lane point of access. This point of access was previously assessed as being substandard when considered under LY/14/11,

and thus the relocation of associated vehicle movements to the Farm Shop access point would be seen as a highways benefit. Presumably the residents of these dwellings are aware of this application and agreeable to the change to access arrangements.

Car Parking

20 car parking spaces and 4 staff car parking spaces will be retained to serve the proposed use.

For the bar/tap room/cafe WSCC would anticipate a maximum parking requirement of 1 space per 5 sqm of public area and 2 spaces per bar (or 5m length of bar for large bars) for staff. Staff parking should be clearly designated.

Using the latest information provided, which gives more detail on 'public areas', I can advise this would equate to a maximum parking demand of circa 34 spaces. This is a significant reduction to the 60 car parking spaces previously advised.

It should be noted that the parking demand for A1 use class is less intensive than that for A3 use outside the defined town centre so an A3 standard has been used as a baseline to represent a worst case scenario.

The applicant has identified that informal overflow car parking for up to 40 additional cars can be accommodated adjacent to the main parking area.

Given the latest parking assessment, which indicates undersupply of 10 spaces, I would be minded to advise a modification whereby the overflow car parking provision is reduced in size to accommodate up to 10 vehicles only. Such a modification can be secured via planning condition.

Conclusion

On balance the Local Highways Authority does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 32), and that there are no transport grounds to resist the proposal.

If the Local Planning Authority is minded to grant planning consent the following conditions would be advised:

Conditions

Parking & Turning

The use hereby permitted shall not commence until the parking spaces and turning facilities have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Access Closure

The use hereby permitted shall not commence until the closure of Calceto Lane for egress of vehicles, has been completed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority Reason: In the interests of road safety

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.

Informative Note

The applicant is advised to contact WSCC Public Rights of Way [REDACTED] in order to agree the means of prohibiting vehicular access at Lyminster Road and Calceto Lane, Public Right of Way (F.P. 2205).

Ian Hayward
West Sussex County Council – Planning Services