WEST SUSSEX COUNTY COUNCIL **DATE: 11/06/2015**
STRATEGIC PLANNING CONSULTATION

FROM: Jamie Brown **TO: Adur & Worthing Councils**
FAO: Gary Peck

SUBJECT: AWDM/0621/15- Replace existing unit with new storage and distribution warehouse with ancillary offices (use class B8) in addition to vehicle wash and fuel island and associated lorry and vehicle parking and new access road.

32, Chartwell Road, Lancing Business Park, Lancing, West Sussex

RECOMMENDATION:

Advice		**Modification**		**More Information**	
Objection		**No Objection**	X	**Refusal**	

S106 contribution total (see below for breakdown): No Contributions Sought

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

Background
This application should be read in conjunction with AWDM/0621/15 which proposes Redevelopment of west part of site with 8 industrial units for use classes B1, B2 and B8 with associated parking, turning and access.

The application relates to construction of a 4,207sqm B8 distribution warehouse and associated offices at the rear of 32 Chartwell Road. The application includes a new access off Chartwell Road. The site is situated within an existing industrial area. Chartwell Road is subject to a 30 mph speed limit. The site already has a permitted B2 use albeit not currently occupied. Nonetheless the permitted B2 use is a material consideration when considering traffic flow and capacity. Pre-application advice was sought from the LHA (Local Highway Authority) in support of a full application. At this time it was advised there would be no objection from the Highway point of view on the basis that a signed RSA, TRICS data and a full TS were provided.

Access and Visibility
Chartwell Road is one-way road in the northerly direction. The site currently has 3 entrances. It is proposed these rationalise these down to 2. This site will be served via the new western access. The access arrangements have been subject to a Stage 1 Road Safety Audit, the content of this was covered in detail in the LHA's response to the LPA in AWDM/0620/15. In summary no objections were raised to the access arrangements subject to Detailed Design. The Designer has agreed to the Auditors Recommendations.

The new access should be 7 metres in width with 10 metre kerb radii. The access road is shown as being 7.3 metres in width which is considered acceptable. The works for the access and footway would be subject to a Section 278 Agreement with WSCC's Implementation Team.

Site Layout and Parking
The site access road will remain as a private access road and not adopted under a Section 38 Agreement with WSCC. In terms of site layout the applicant has provided a number of swept path diagrams which demonstrate that turning for larger vehicles is achievable within the site. A footpath will be provided on the right hand side of the site access which will connect the BV

3663 main access gate. The footway should be designed in line with Manual for Streets principles with 1.8 metre widhts.

69 parking spaces are being provided in support of this application this allocated is considered acceptable for the proposal. At the Pre-Application stage this figure was agreed due to the potential over spill of parking onto Chartwell Road. In accordance with WSCC guidance 12 cycle spaces will be provided this should be secured and covered.

Trip Generation and Capacity
The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. As the site is currently not occupied the trip rate data only represents the proposed use at the site. It suggests that there will be an increase of 38 vehicles in the AM peak and 23 vehicles in the PM peak. In the course of 24 hours the site will generate 116 vehicular movements. However it is stated that all supply vehicles will have left the site by 14.00 thus avoiding the PM peak. The applicant anticipates that 174 staff will be employed every day. This will equate to 50 trip arrivals between 08.00-09.00 and 50 departures between 16.00-17.00, thus not impacting on the PM peak, therefore none of the warehouse staff arrivals coincide within the peak travel periods.

The survey has been carried out in accordance with TRICS Best Practice Guidance. As such the trip rate generated still provides a realistic indication of likely trip generation from the additional uses at the site. It is recognised that this proposal would give rise to a more intensive use of Chartwell Road, however this proposal is not anticipated to result in a Severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Construction
Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Chartwell Road. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Chartwell Road in light of the carriageway width and presence of other vulnerable road users.

Sustainability
The proposal is supported by a full Travel Plan (TP). Apart from the points raised in the comments below the TP is accepted. There would be no requirement for TRICS SAM monitoring or enforcement with this one as it is below the TA threshold.

Employees could be travelling in as many as 7 vehicles. Thus, if 62% drive alone (69 vehicles) then the total number of vehicles on site = 76. This table should therefore be amended to show target % for:

- Driver alone
- Driver with others
- Car share passenger

(N.B. Driver alone target will need to be 55% or less if overspill parking is to be avoided). and/or promotion of bike shop discounts secured by WSCC for organisations with Travel Plans https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/

The County Council offers a range of cycle training services. Please contact dean.pocock@westsussex.gov.uk or call 0330 222 6709 for details. TPC to also request free 'taster' tickets, which some operators are able to provide. Promotion of national events such as ‘Catch the Bus Week’ (typically held in late June each year) and ‘European Mobility Week’ (typically held in September each year).

The applicant should include a section regarding promotion of rail use. It is noted that a significant number of employees currently live close to bus and rail routes (most notably those living in Worthing). Rail incentives these should be investigated by BV3663 include:

- Season ticket loan scheme (montly deduction from salary)
- Subsidised season ticket purcases for the initial month following occupation of the new site
- Promoting the journey costs (season ticket) vs private car
- Promoting the health benefits of rail use (walk to/from the station) please only promote the West Sussex schemes, which is available to anyone regardless of whether their origin is within or outside West Sussex. Unless BV3663 operates a company-wide car sharing website, a private group for staff should be established on westsussexcarshare.com. Please email andy.mouland@westsussex.gov.uk or call 0330 222 6714 for details.
- Please state the number of priority spaces that will be provided (this should be linked to previous comments in section 4.11 above). Car share spaces should be clearly marked and signed, and should be monitored to ensure they are only used by car sharers. A promotional video and PDF leaflet are available to download from www.westsussex.gov.uk/carsharing

Hard copies of the leaflet and promotional items may also be available from WSCC's Travelwise Officer upon request. WSCC has recently launched a multi-model journey planning website. Full details are available via the links below: https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/plan-your-journey/

https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/travel-plan-resources/#free-travel-widget-for-your-website

Once the recommendations above have been included the TP should be submitted to WSCC's Travelwise Advisor, please email andy.mouland@westsussex.gov.uk

Conclusion
Taking into account the existing permitted use and the evidence submitted in supported of this application, the LHA does not consider that the proposed redevelopment of this site 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 subject to the following conditions:

Access
No part of the development shall be first occupied until such time as the vehicular accesses have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety

Car parking space
No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Construction Management Plan
No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,

- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Safety Audit Recommendations

No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of road safety.

INFORMATIVE

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
Strategic Planning