Response to BHCC Highways Comments (BH2021/02012)

Site: Mayberry Garden Centre, Old Shoreham Road, Portslade
Prepared by: PB
Approved by: FT
Date: 2nd December 2021

motion
84 North Street
Guildford
GU1 4AU

Tel: 01483 531300
www.motion.co.uk

1.0 Introduction

1.1 Motion is instructed by Tate Brothers Limited to prepare this Technical Note in relation to a planning application for an extension to an existing garden centre known as Mayberry Garden Centre on Old Shoreham Road, Portslade.

1.2 Specifically, this Note addresses comments raised by Brighton & Hove City Council in a consultation response dated 24th August 2021 prepared by Alicia Wallis. For ease of reference the consultation response is attached as **Appendix A**. Where a response is considered necessary, the comments made by Brighton & Hove City Council are reproduced in this Technical Note in italics and are followed by Motion's response.

2.0 Highway Officer Comments

Car Parking

BHCC Comment

2.1 *As outlined in the table above, the redevelopment of the garden centre will provide 100 car parking spaces as per the existing situation. It is noted that within the red edge boundary on the western side of the site that is to be redeveloped there is an area labelled as 'staff car parking'. However, this parking is not mentioned within the TA. Please can it be clarified whether this parking would be associated with the expansion of the garden centre. As outlined in our pre-app response, any increase in parking is likely to result in more vehicle trips, therefore confounding suggestions that the increased floorspace for that use will not result in an increase in vehicle trips.*

2.2 *We also require additional information on the existing parking demand to determine whether the existing 100 parking spaces are sufficient. This is discussed further in the 'Parking Overspill' section below."*

Motion Response

2.3 The 'staff car parking' area within the planning application red line is intended primarily for a proposed car showroom, which is the subject of a separate planning application. The reason this area is included within the red line is mainly because part of the area is required for heavy goods vehicles to manoeuvre into the proposed service yard associated with the garden centre extension. However, as both the garden centre and proposed car showroom are effectively within the same ownership, then it is conceivable that the staff parking could be used by staff associated with the garden centre at particularly busy times of the year. We are advised that the peak periods of operation of the garden centre (Christmas and spring) do not coincide with the peak periods of operation of the proposed car showroom (early September and early March) and therefore this would represent an efficient use of the land. Furthermore, this would help to ensure that all parking can be accommodated on the sites and therefore that no overspill parking will occur off site.

2.4 Notwithstanding this, we commissioned car park surveys on Saturday 27th and Sunday 28th November 2021 to establish existing demand. While not on the immediate run up to Christmas, it is noteworthy that the surveys were carried out at a busier than average time of year when, for example, Christmas trees and gifts were on sale. The car parking survey results are included at **Appendix B** and indicate a peak car parking occupancy of 69%, which is indicative of the fact that there is ample spare capacity within the car park to accommodate any increase in demand, albeit that this is considered unlikely for the reasons set out in the Transport Assessment. Notwithstanding this, and as mentioned above, there is a staff car parking area associated with the proposed car showroom, which could be used to accommodate garden centre staff at peak times should the need arise.

Cycle Parking

BHCC Comment

2.5 *"The TA states that 12 long-stay spaces and 24 short stay spaces will be provided as part of the proposals. The TA states that the 24 staff cycle spaces will be located in double racks located in a sheltered store approximately 30metres to the northeast of the main entrance to the building. The 12 short-stay spaces will be located close to the garden centre entrance. It is noted that the quantum of short-stay spaces is not policy compliant. Additionally, whilst the site plan shows where the cycle store would be located, we require more detailed plans to ensure that the design and layout meet cycle parking standards to ensure that the cycle spaces are usable. As it stands the proposed on-site cycle parking is not policy compliant as required by SPD14, Brighton & Hove Local Plan policy TR14. Additional information and revised proposals to address our concerns should be provided prior to determination otherwise this has the potential to contribute to a reason for refusal."*

Motion Response

2.6 The adopted standards relate to retail generally and, in view of the nature of goods sold at the site, it is considered that customers are less likely to travel to the site by cycle than at other retail uses. However, the cycle parking has been reviewed and it has been agreed to provide an additional 12 short stay cycle parking spaces to ensure policy compliance. The additional spaces are to be located close to the main customer entrance and are illustrated on the updated drawing numbered 2.12D, which is included at **Appendix C**. The layout of the cycle parking has been designed in accordance with relevant guidance and a detailed drawing numbered 2.19 is included at **Appendix D**.

Highway Works

BHCC Comment

2.7 *"As outlined above, the new site access is within the jurisdiction of WSCC. The proposed highway works for BHCC include:*

- *Relocation of the bus stop eastwards*
- *Realigning and reducing the length of the existing layby eastwards*

There is concern that relocating/reducing the layby eastwards would encroach on the pedestrian crossing zone and will reduce the length of the zigzags. We recommend that the scheme is reviewed to limit the impact on this.

Having consulted the Public Transport Team, further detailed drawings on the bus stop relocation are required before the Public Transport Team and Brighton Buses & Co can comment further. Additionally, the submitted plans do not include a swept path drawing of a bus entering and egressing the revised layout. Additionally, visibility to and from the new junction with a bus in the layby should be considered. Therefore, we reserve comment on the acceptability on the scheme until this is received.

2.8 *The proposals would also require the removal of the disabled parking bay. Having discussed this with colleagues, it has been confirmed that the original applicant has now moved on from the area. However, the removal would need to be advertised for inclusion on a TRO."*

Motion Response

2.9 It is noted that the disabled car parking space is no longer required and the proposed amendments to the existing bus layby have therefore been adjusted accordingly. The updated arrangement is illustrated on drawing numbered 1907047-04C, which is included at **Appendix E**. It is noteworthy that the easternmost (entry) taper to the bus layby now remains unchanged from the existing arrangement and therefore the zigzags associated with the pedestrian crossing are unaffected.

2.10 As requested, we have undertaken swept path analysis of a large bus entering and existing the realigned bus layby. This is illustrated on drawing 1907047-TK18A, which is included at **Appendix F**.

2.11 With regard to a bus being situated within the visibility splay while passengers are boarding and alighting, this is commonplace and considered acceptable due to such events taking place infrequently and typically for only a few seconds each time. It is also noteworthy that the visibility splays illustrated on drawing 1907047-04C cover 85th percentile speeds up to around 45mph based on the highly robust assumptions for reaction time and deceleration rate used in the Design Manual for Roads and Bridges. Furthermore, in the unlikely event of a driver emerging from the proposed car showroom access while a bus is present in the layby, the driver emerging from the access has the choice of waiting for the bus to pull out which, in practice, would only take a few seconds.

Planning Conditions

BHCC Comments

2.12 Brighton & Hove City Council has advised that there are other aspects that require further consideration such as electric vehicle charging provision, the provision of a Delivery and Servicing Management Plan and the provision of a Construction Environment Management Plan. The response acknowledges that these matters can be secured by a suitably worded planning condition or obligation.

Motion Response

2.13 The applicant is prepared to accept any reasonable and appropriately worded planning conditions or obligations.

3.0 Summary and Conclusion

Summary

3.1 Motion is instructed by Tate Brothers Limited to prepare this Technical Note in relation to a planning application for a proposed extension to an existing garden centre on Old Shoreham Road, Portslade. Specifically, this Note addresses comments raised by the local highway authority, Brighton & Hove City Council in a formal consultation response dated 24th August 2021.

3.2 In summary, this Note identifies the following:

- The staff car parking area illustrated within the red line is primarily intended for use in connection with a proposed car showroom on land to the west of the garden centre. However, it is possible that it might be used by garden centre at peak times if necessary to prevent overspill parking customer parking. Based on the operator's experience, this is considered highly unlikely;
- Car parking surveys have been carried out at the existing garden centre over a busy weekend in late November. The surveys show a maximum car parking accumulation of 69% indicating that there is spare capacity to accommodate any increase in demand from the extended garden centre. However, for the reasons set out in the Transport Assessment, any material increase in customer numbers is considered unlikely;
- Short stay cycle parking has been increased by providing an additional 12 spaces to ensure policy compliance. The additional spaces will be located close to the main customer entrance;
- The reconfigured bus layby has been adjusted to remove the disabled parking space thereby avoiding any conflict with the zigzags associated with the nearby pedestrian crossing;
- Swept path analysis has been carried out to demonstrate that a large bus can enter and exit the reconfigured bus layby in a satisfactory manner;
- The visibility splays associated with the proposed access associated with an adjacent proposal for a new car showroom are considered to be robust. Infrequent use of the bus layby is not considered to give rise to any road safety concerns, particularly as drivers have the option of waiting for the but to exit the layby before emerging from the access; and
- The applicant is content to accept reasonable and appropriately worded planning conditions or obligations to address other matters raised by Brighton & Hove City Council.

Conclusion

3.3 In view of the above, the proposed development is considered to be acceptable in transport policy terms and meets with national and local policy criteria. The additional assessment work undertaken has indicated that there would be no demonstrable harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no traffic or transport related reasons why the development should be resisted.

Appendix A

BHCC Consultation Response

Highways/Transport Comments

Consultee	Alicia Wallis For and on behalf of Brighton & Hove City Council in its capacity as Local Highway Authority (LHA)
Date of Reply	24/08/2021
Application Number	BH2021/02012
Response Number	1st Response
Address	Mayberry Garden Centre Old Shoreham Road Portslade Brighton
Description	Erection of extension to south and west of existing Garden Centre, providing Internal Retail Area, Warehouse and associated Goods Delivery Yard. Extension and landscaping of External Retail Area to the west of Garden Centre including new security fencing to Western boundary. Demolition of existing frost canopies and erection of new semi-enclosed glass roof frost canopy. Diversion of existing Public Right of Way. Creation of new vehicle access from Old Shoreham Road. Internal alterations including relocation of Offices and replacement of existing Goods Lift.
Case Officer	Joanne Doyle
Key Policies Applicable	TR7, TR11, TR12, TR14, TR15, TR18, SU3, SU5, SU9, QD14, QD27, HO7 and HE6 of the Brighton & Hove Local Plan. DA3, CP7, CP9, CP12 and CP13 of the City Plan Part One. SPD14 Parking Standards.

Recommendation

Currently unsuitable for determination due to a lack of information necessary to assess the potential impacts of the proposals in accordance with the requirements of NPPF paragraph 111. Further information is required.

Conditions and obligations will be recommended in a further response, should satisfactory information be provided in full.

Summary

1. The application seeks planning permission for the modernisation, re-organisation and extension of the existing garden centre. A new goods/service yard separated from the existing parking area is also proposed as well as the diversion of the existing public footpath around the extended garden centre.

2. This application has been subject to pre-application discussions in 2020 with Adur District Council and BHCC. The garden centre is located in the administrative boundary of BHCC, while the site of the proposed extension falls within the administrative boundaries of Adur District Council and West Sussex County Council (WSCC).

3. This is the first response to this application. Unfortunately, it is currently unsuitable for determination as insufficient information has been provided from which to assess some of the likely significant impacts of the proposals, as required by National Planning Policy Framework (NPPF) paragraph 111. Reasons for this include the following:
    - Cycling Parking: Additional information on cycle parking provision and layout so that we can confirm compliance with TR14 and SPD14.
    - Layout: Clarification on whether the 'staff parking' labelled on the site plan is associated with the redevelopment. This may have implications for the proposed trip generation of the site.
    - Parking: Further information to evidence that there will be no overspill parking onto surrounding local roads. There is concern that there will be queuing back onto Old Shoreham Road if there is not enough parking on site. Evidence should be provided in the form of a parking accumulation using data from operating garden centres.
    - Relocation of the bus top: Having consulted with the Public Transport Team and Brighton Buses & Co. further detailed drawings are required of the relocation of the bus stop before they are able to comment further on the acceptability of the changes.
    - Highway Works: The design of the layby should be reviewed to minimise the impact on the pedestrian crossing zone and length of the zigzags. Swept path drawings demonstrating that a bus can enter and egress the realigned layby on Old Shoreham Road are required. Further information on visibility splays from the new access junction when a bus is using the realigned layby is required.

4. There are further aspects of the proposals that also remain unsatisfactory or less than ideal. However, these are distinguished from the above by the fact that they can potentially be resolved if the applicant and LPA agree on a suitably worded obligation or condition with us before determination.
    - Details of electric charging provision to be secured by condition

- Delivery and servicing management plan secured by condition
- Construction Environment Management plan secured by condition

5. We invite the applicant to provide the additional information outlined above and to make other recommended changes. We will provide a further response after 4 weeks to advise if sufficient progress has been made and, if not, may move to a final recommendation.

6. Conditions and obligations will be recommended in a further response, should satisfactory information be provided in full. We will wish to be formally re-consulted if any further information and/or revised proposals are submitted before this application is determined.

Consideration

Introduction

7. The application seeks planning permission for the modernisation, re-organisation and extension of the existing garden centre. A new goods/service yard separated from the existing parking area is also proposed as well as the diversion of the existing public footpath around the extended garden centre.

8. This application has been subject to pre-application discussions in 2020 with Adur District Council and BHCC. The garden centre is located in the administrative boundary of BHCC, while the site of the proposed extension falls within the administrative boundaries of Adur District Council and West Sussex County Council (WSCC).

9. The Local Highway Authority provided pre-application comments on 22nd July 2020.

10. A Transport Statement (TS) has been prepared in support of this application.

Site Access

11. Pre-application proposals included major highway works including providing a central median and reducing the westbound traffic to a single lane. Following concerns raised in pre-application discussions with BHCC and WSCC, these proposals have been removed. Proposals now only include construction of a new access to serve the proposed car showroom and alterations to the bus layby/stop and disabled parking bay arising from the creation of this access.

12. The site is located to the south of Old Shoreham Road (A270). The existing site access will be retained for customers and staff. A separate service/delivery access will be provided from the land adjoining the site to the west onto Old Shoreham Road. The new access will be within the administrative boundary of WSCC and is subject to a separate planning submission for the development of a car showroom which has been submitted alongside this application. As the new access is outside of our jurisdiction, we recommend that you seek WSCC approval on this aspect.

13. As noted above, the proposals include the relocation of the bus stop from the western end of the layby on Old Shoreham Road further east. Proposals also include realigning the layby on Old Shoreham Road so that is reduced in length. The proposed bus stop and realigned layby would now be completely within the jurisdiction of BHCC. The proposed highway changes are discussed in further detail in the 'Highway Works' section below.

14. In terms of delivery and servicing, currently, there is a small external storage area to the south of the existing garden centre building and therefore deliveries take place in the existing car park. The proposals include a new goods/service yard separate from the existing parking area which will be accessed by the new access from Old Shoreham Road. As this area is within the administrative boundary of WSCC, we recommend that you seek their approval on this aspect.

15. The proposals also include the re-diversion of the existing Public Right of Way around the western and southern boundaries of the extended garden centre site. As the LHA confirmed as part of the pre-app advice, Rights of Way Officers have confirmed that this PRoW is not within the administrative boundary of BHCC and therefore out of our jurisdiction. Therefore, no view is taken on the proposed diversion which appears to be within WSCC jurisdiction. Similarly, to the new vehicular access and delivery/service area, we recommend that you consult WSCC on this aspect.

Parking

16. The table below details the parking requirements for the proposed development (3523sqm of A1 retail space and 93 staff) as set out in SPD14. Proposals for individual forms of parking are discussed further in the sub-sections that follow.

Parking type	Policy	Requirement	Provision
Car (Maximum)	1 space per 30m2	117	100
Cycle (Minimum)	Customer – 1 space plus 1 space per 150m2 (Short Stay) Staff – 1 space per 5 staff (Long Stay)	24 (short stay) 19 (long stay)	12 (short stay) 24 (long stay)
Disabled User Parking (Minimum)	0 to 200 bays – 3 bays or 6% of total capacity whichever is greater Over 200 bays – 4 bays plus 4% of capacity	6 (based on 100 space scheme)	10
Electric Charging Provision (Minimum)	For schemes of 1000m2 or more 10% of car parking provision to have electric vehicle charging provision 10% of car parking provision to have passive provision to allow conversion at a later date	10 active (based on 100 space scheme) 10 passive (based on 100 space scheme)	8 (active)

Car Parking

17. As outlined in the table above, the redevelopment of the garden centre will provide 100 car parking spaces as per the existing situation. It is noted that within the red edge boundary on the western side of the site that is to be redeveloped there is an area labelled as 'staff car parking'. However, this parking is not mentioned within the TA. Please can it be clarified whether this parking would be associated with the expansion of the garden centre. As outlined in our pre-app response, any increase in parking is likely to result in more vehicle trips, therefore confounding suggestions that the increased floorspace for that use will not result in an increase in vehicle trips.

18. We also require additional information on the existing parking demand to determine whether the existing 100 parking spaces are sufficient. This is discussed further in the 'Parking Overspill' section below.

Cycle Parking

19. The TA states that 12 long-stay spaces and 24 short stay spaces will be provided as part of the proposals. The TA states that the 24 staff cycle spaces will be located in double racks located in a sheltered store approximately 30metres to the northeast of the main entrance to the building. The 12 short-stay spaces will be located close to the garden centre entrance. It is noted that the quantum of short-stay spaces is not policy compliant. Additionally, whilst the site plan shows where the cycle store would be located, we require more detailed plans to ensure that the design and layout meet cycle parking standards to ensure that the cycle spaces are usable. As it stands the proposed on-site cycle parking is not policy compliant as required by SPD14, Brighton & Hove Local Plan policy TR14. Additional information and revised proposals to address our concerns should be provided prior to determination otherwise this has the potential to contribute to a reason for refusal.

Disabled Parking

20. 10 disabled parking spaces are proposed which is above the minimum requirement set out by SPD14 therefore we have no objection. We would look to secure this provision via condition.

Electric Charging Provision

21. From reviewing the site plan, it would appear that only 8 spaces have active charging provision which is below the minimum requirements set out by SPD14. For a 100-space scheme, a minimum of 10 spaces should have active charging provision with 10 to have passive provision to allow conversion at a later date. However, we are satisfied that these details can be secured by condition.

Travel Forecasts

22. The proposals will increase the existing internal retail floor area (RFA) from 1,192 square metres (sqm) to 1,735 sqm. The external retail area is proposed to be increased from 1,137 sqm to 2,384 sqm. As it was acknowledged in our pre-app response, it is unlikely that the increase in the traffic will be significant, especially considering that no additional car parking will be provided. However, we reserve further comment on this aspect until further information on the amount of car parking on the site has been provided.

23. The delivery and servicing arrangements will change as part of this proposal. Previously, due to the limited on-site storage space, the stock needed to be transported from another store. 1-2 pallets a day were transported to the site by van. The proposals include a new 'goods in' warehouse which means stock can be delivered directly to Mayberry Garden Centre. The idea is that this will result in a significant reduction in the number of delivery and servicing trips to the site.

24. The TA includes a comparison of the existing garden centre delivery and servicing movements and a forecast number of delivery and servicing movements based on several operating garden centres as shown in the table below. The operational impact of delivery and servicing trips is discussed further in the section below.

Type of Vehicle	Stock	Estimated Vehicles per Week	
		High Season	Low Season
16.5m Articulated Lorry	Garden centre goods	3	1
Refuse Lorry	Refuse/recycling	1	1
7.5t box van	Garden centre goods	20	5
Panel Van	Garden centre goods	48	36
	Office supplies	1	1
	TOTAL	73	44

Table 5.1 – Estimated Existing Weekly Garden Centre Service & Delivery Vehicles

Type of Vehicle	Stock	Estimated Vehicles per Week	
		High Season	Low Season
16.5m Articulated Lorry	Garden centre goods	7	2
Refuse Lorry	Refuse/recycling	1	1
7.5t box van	Garden centre goods	5	2
Panel Van	Garden centre goods	15	10
	Office supplies	1	1
	TOTAL	29	16

Table 5.2 – Estimated Future Weekly Garden Centre Service & Delivery Vehicles

Operational impact

25. As noted in the 'Travel Forecast' section above, the TA demonstrates there will be a significant reduction in the total number of delivery and servicing trips compared to the existing situation. Whilst there is an increase in the number of HGV movements from 3 to 7 per week, we acknowledge that the overall reduction in deliveries is beneficial in terms of traffic generation. The increase in HGV movements will be able to be better managed on-site as a result of the new access and internal goods yard. Notwithstanding the above, we would expect a delivery and servicing management plan to be secured by condition to provide greater clarity on how deliveries to and from the site will be managed.

Parking Stress/Overspill

26. As outlined in the car parking section above, the development is not proposing any additional car parking. This is a shortfall of 17 spaces when considered in the context of the maximum standard. This is of potential concern as if there is insufficient parking within the site then vehicles could end up queuing onto Old Shoreham Road.

27. In our pre-app response, we advised that independent surveys demonstrating levels of use of the existing garden centre car park should be provided. The TA states… "Due to the current Covid-19 pandemic, it has not been possible to commission surveys of the existing garden centre car park as suggested in pre-application advice from BHCC and it is understood the authority is not currently accepting surveys due to this."

28. Notwithstanding this, as the development is not proposing any additional car parking, we need to be satisfied that the current level of car parking is sufficient to meet demand. We note that in the delivery and servicing section of the TA, reference is made to several other operating garden centres including Paradise Park in Newhaven, South Downs Nurseries and Garden Centre in Hassocks and Old Barn Nurseries and Garden Centre in Dial Post. Therefore, we suggest if survey data can be obtained from existing garden centres then this should be used to evidence how much parking they have at other similarly located and sized sites. A parking accumulation assessment should be provided

to support the level of the proposed provision. Until this information is provided, we are unable to confirm that the proposals comply with NPPF para 109, Brighton & Hove City Local Plan Policies QD27 and TR7 and City Plan Part One policy CP9 and SPD14.

Highway Works

29. As outlined above, the new site access is within the jurisdiction of WSCC. The proposed highway works for BHCC include:
    - Relocation of the bus stop eastwards
    - Realigning and reducing the length of the existing layby eastwards

30. There is concern that relocating/reducing the layby eastwards would encroach on the pedestrian crossing zone and will reduce the length of the zigzags. We recommend that the scheme is reviewed to limit the impact on this.

31. Having consulted the Public Transport Team, further detailed drawings on the bus stop relocation are required before the Public Transport Team and Brighton Buses & Co can comment further. Additionally, the submitted plans do not include a swept path drawing of a bus entering and egressing the revised layout. Additionally, visibility to and from the new junction with a bus in the layby should be considered. Therefore, we reserve comment on the acceptability on the scheme until this is received.

32. The proposals would also require the removal of the disabled parking bay. Having discussed this with colleagues, it has been confirmed that the original applicant has now moved on from the area. However, the removal would need to be advertised for inclusion on a TRO.

    We are currently awaiting feedback from the Public Transport Team on whether the relocation of the bus stop would be acceptable. We also suggest that the planning officer consults with the Public Transport Team on this matter.

33. Any changes to the existing highway that we approve will ultimately require a s278 agreement with us. Traffic Regulation Order(s) changes will also be required for alterations to the permitted direction of traffic and parking bays/restrictions, amongst other things. These things can be secured via a s106 obligation once appropriate. The approval of any detailed design and TRO will need to comprise pre-commencement matters. This is because changes to TROs are subject to statutory processes which require consultation and allow for objection. The acceptability of necessary changes therefore cannot be guaranteed, which may prevent the implementation of the highway changes. That in turn may mean that facilities necessary for the development to operate satisfactorily and for the application to be acceptable cannot be provided.

Construction/Demolition management

34. Given the context, characteristics and quantum of development, a detailed CEMP is needed to overcome the significant highway safety, journey time and local amenity issues that will arise during the build. We would normally wish to secure this by obligation however it is acknowledged that the Local Planning Authority wish to secure this by condition. This should include:
    A. The phases of the Proposed Development including the forecasted completion date(s)
    B. A commitment to apply to the Council for prior consent under the Control of Pollution Act 1974 and not to Commence Development until such consent has been obtained
    C. A scheme of how the contractors will liaise with local residents to ensure that residents are kept aware of site progress and how any complaints will be dealt with reviewed and recorded (including details of any considerate constructor or similar scheme)
    D. A scheme of how the contractors will minimise disturbance to neighbours regarding issues such as noise and dust management vibration site traffic and deliveries to and from the site
    E. Details of hours of construction including all associated vehicular movements
    F. Details of the construction compound
    G. A plan showing construction traffic routes
    H. A commitment to implement vehicle cleaning and drainage facilities to prevent mud and dirt from being trafficked onto the highway from the site or being washed onto it. Details of any oversailing of the highway construction, falsework, formwork and scaffolding
    I. Details of the use of any cranes, lifts, escalators and lifting vehicles
    J. Details of any Department for Transport Abnormal Load Notification and/or Order

K. A commitment that any temporary traffic management measures and/or marshalling of traffic on the highway, including that of both construction traffic and general traffic, shall be undertaken by Contractors holding National Highways Sector Scheme 12(d) certification.

L. A commitment to register the site during construction with the Considerate Constructors Scheme (CCS) and the Construction Logistics & Community Safety scheme (CLOCS) and to retain that certification for the duration of the works and to comply with all mandatory requirements of the related Codes, to arrange associated monitoring visits every 4 months, and to make the monitoring reports available to us.

M. A commitment that the principal "Contractor" (carrying out the works on site) for both demolition and construction shall have Silver certification under the Fleet Operators Recognition Scheme (FORS).

Recommendation

Currently unsuitable for determination due to a lack of information necessary to assess the potential impacts of the proposals in accordance with the requirements of NPPF paragraph 111. Further information is required.

Conditions and obligations will be recommended in a further response, should satisfactory information be provided in full.

Appendix B

Car Parking Survey Results

PARKING OCCUPANCY SURVEY - MAYBERRY GARDEN CENTRE, PORTSLADE

PARKING SUPPLY

STANDARD PARKING SPACES	89
DISABLED PARKING SPACES	10
PARENT & CHILD PARKING SPACES	2
TOTAL PARKING SPACES	101

NOTES

ONE STANDARD SPACE UNAVAILABLE AND NOT INCLUDED (90)
5 CYCLE STANDS
2 GARDEN CENTRE MGV'S PARKED AT DELIVERY AREA ALL WEEKEND.
NO DELIVERIES OBSERVED.

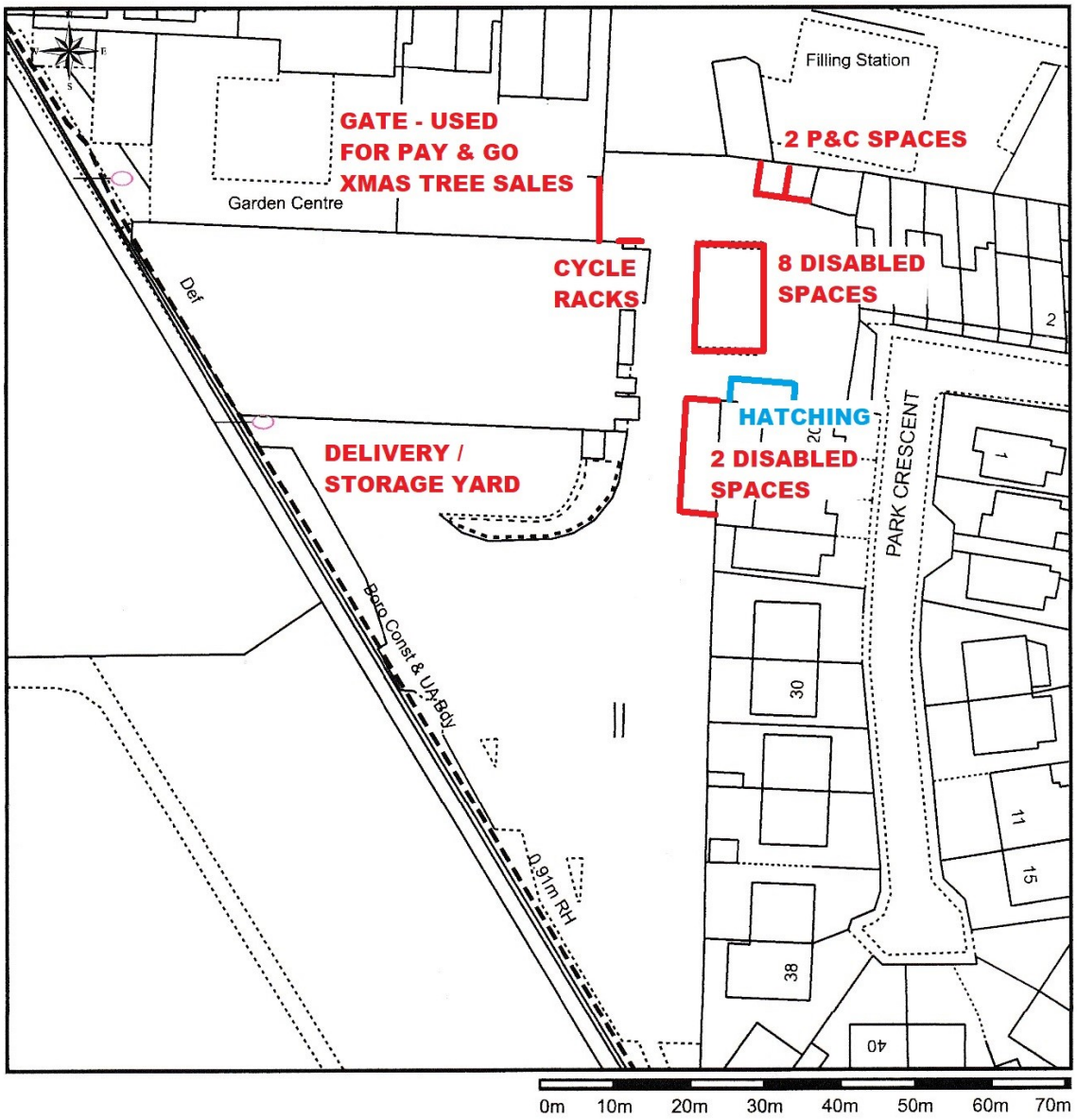
PARKING OCCUPANCY SURVEY - SATURDAY 27/11/2021

TIME OF OBSERVATION	TYPE OF PARKING SPACE								OBSERVATIONS
	STANDARD		DISABLED PARKING		PARENT & CHILD		TOTAL		
	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	WEATHER: GALES
08:30	1	1	0	0	0	0	1	1	
09:00	5	6	2	20	1	50	8	8	1 P/C, 1 M/C
09:30	11	12	3	30	1	50	15	15	1 P/C, 1 M/C
10:00	21	24	2	20	0	0	23	23	1 P/C, 1 M/C
10:30	35	39	7	70	2	100	44	44	1 P/C, 1 M/C, 1 E SCOOTER
11:00	41	46	6	60	2	100	49	49	1 P/C, 1 M/C, 1 E SCOOTER, 2 CARS LOADING XMAS TREES BY GATE
11:30	52	58	5	50	2	100	59	58	1 P/C, 1 M/C, 1 E SCOOTER
12:00	47	53	9	90	2	100	58	57	1 P/C, 1 M/C, 1 E SCOOTER
12:30	40	45	8	80	2	100	50	50	1 P/C, 1 M/C, 1 E SCOOTER
13:00	42	47	2	20	2	100	46	46	1 P/C, 1 M/C, 1 E SCOOTER
13:30	44	49	5	50	2	100	51	50	1 P/C, 1 M/C, 1 E SCOOTER
14:00	56	63	10	100	2	100	68	67	1 P/C, 1 M/C, 1 E SCOOTER
14:30	56	63	9	90	2	100	67	66	1 P/C, 1 M/C, 1 E SCOOTER
15:00	54	61	7	70	2	100	63	62	1 P/C, 1 M/C, 1 E SCOOTER
15:30	48	54	4	40	2	100	54	53	1 P/C, 1 M/C, 1 E SCOOTER, 1 CAR LOADING XMAS TREE BY GATE
16:00	52	58	6	60	1	50	59	58	1 P/C, 1 M/C, 1 E SCOOTER
16:30	34	38	3	30	2	100	39	39	1 P/C, 1 M/C,
17:00	15	17	2	20	1	50	18	18	1 P/C, 1 M/C,
17:30	6	7	0	0	0	0	6	6	1 P/C, 1 M/C,
18:00	2	2	0	0	0	0	2	2	1 P/C, 1 M/C,

PARKING OCCUPANCY SURVEY - MAYBERRY GARDEN CENTRE, PORTSLADE

PARKING OCCUPANCY SURVEY - SUNDAY 28/11/2021

TIME OF OBSERVATION	TYPE OF PARKING SPACE								OBSERVATIONS
	STANDARD		DISABLED PARKING		PARENT & CHILD		TOTAL		
	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	NUMBER	OCCUPANCY (%)	WEATHER: SUNNY, COLD.
10:30	25	28	4	40	1	50	30	30	1 P/C
11:00	35	39	7	70	2	100	44	44	1 P/C, 1 E SCOOTER
11:30	34	38	10	100	1	50	45	45	1 P/C, 1 E SCOOTER
12:00	36	40	7	70	1	50	44	44	1 P/C, 1 E SCOOTER
12:30	51	57	7	70	1	50	59	58	1 P/C, 1 E SCOOTER
13:00	59	66	9	90	1	50	69	68	1 P/C, 1 E SCOOTER
13:30	62	70	6	60	2	100	70	69	1 P/C, 1 E SCOOTER, 1 CAR PARKED ON HATCHING
14:00	51	57	5	50	1	50	57	56	1 P/C, 1 E SCOOTER
14:30	43	48	3	30	1	50	47	47	1 P/C, 1 E SCOOTER
15:00	49	55	4	40	2	100	55	54	1 P/C, 1 E SCOOTER
15:30	33	37	4	40	2	100	39	39	1 P/C, 1 E SCOOTER
16:00	17	19	2	20	1	50	20	20	1 P/C, 1 E SCOOTER
16:30	7	8	0	0	1	50	8	8	1 P/C



Scale: 1:1250, paper size: A4

This Plan includes the following Licensed Data: OS MasterMap Black and White PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2021. Ordnance Survey 0100031673

Appendix C

Updated Site Layout Drawing Numbered 2.12D

NOTES

- DO NOT SCALE OFF THIS DRAWING EXCEPT FOR PLANNING PURPOSES
- CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED
- ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE
- COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

N

Nursing home
administrative boundary
Shelter
OLD SHOREHAM ROAD
LB
Pet & Aquatic Centre
Garden Centre Cafe
Filling Station
Proposed Works to Eastbrook Allotments subject to separate Planning Application and is shown for illustrative purposes
Proposed Works to Eastbrook Allotments subject to separate Planning Application and is shown for illustrative purposes
new frost protection canopies
external extension to garden centre retail area
03no.
02no.
05no.
24no. new cycle spaces
10no. new cycle spaces provided via 05no. sheffield stands
existing sheffield cycle stand provision to be amended to ensure compliance with Manual for Streets guidance - i.e. 1000mm centres, with additional stand installed to provide an additional 2no. cycle spaces
08no.
10no.
existing garden centre entrance
El Sub Sta
electrical sub-station
staff parking
goods yard
existing garden centre customer parking
20no.
14no.
06no.
30no
PARK CRESCENT
electrical pylon base
new gated access to allotments
electrical pylon base
Public Right of Way to be diverted and enhanced - refer to dwg no. 2.18
allotments
scale bar - 1:500 @ A1

REV	DATE	BY	AMENDMENT
D	22.11.21	ec	additional cycle parking added
C	04.08.21	ec	blue line amended
B	09.06.21	ec	gen. updates
A	15.12.20	ec	PLANNING ISSUE

folkes architects
The Old Forge
6 Church Street
Storrington
West Sussex
RH20 4LA
t. 01903 868629
info@folkesarchitects.co.uk

CLIENT
Tates Bro.

JOB TITLE
Proposed Development at
Mayberry Garden Centre
Old Shoreham Road
Portslade
BN41 1SP

DRAWING TITLE
Garden Centre Extension -
Site Plan As Proposed

PLANNING ISSUE

DATE	SCALE	DRAWN BY	CHECKED BY
Sept 2020	1:500 @ A1	ec	mf

JOB NO.	DRAWING NO.	REVISION
20034	2.12	D

Appendix D

Detailed Cycle Parking Drawing Numbered 2.19

N

3000

1000

new galvanised sheffield cycle stands, set 1.0m apart to allow use of both sides - as set out with Manual for Streets guidance

ex. gate

existing sheffield cycle stand provision to be amended to ensure compliance with Manual for Streets guidance - i.e. 1000mm centres, with additional stand installed to provide an additional 2no. cycle spaces

ex. rwp

ex. rwp

Office

ex. Male w.c.

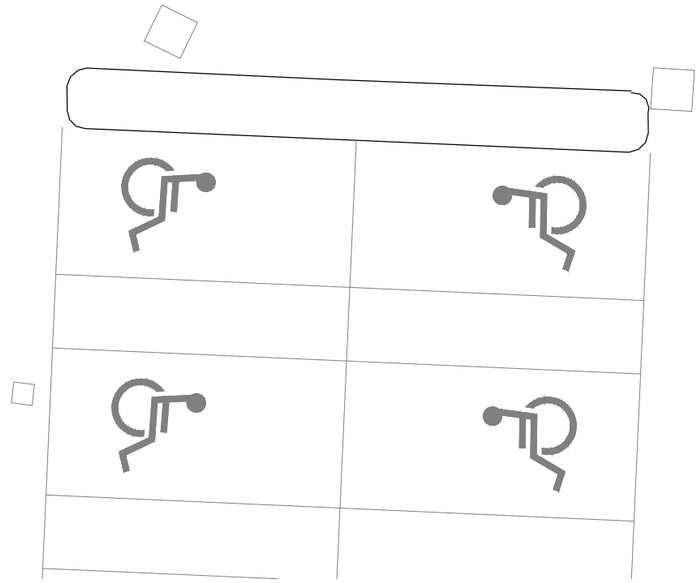
ex. Female w.c.

ex. Acc. w.c.

portal frame over

Exit Lobby

this plan to be read in conjunction with Folkes Architects dwg. ref: 2.12 Garden Centre Site Plan



0m 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

scale bar - 1:100 @ A1

NOTES

DO NOT SCALE OFF THIS DRAWING, EXCEPT FOR PLANNING PURPOSES

CHECK ALL DIMENSIONS ON SITE BEFORE ANY WORK IS COMMENCED

ALL GOODS MATERIALS AND WORKMANSHIP MUST CONFORM WITH CURRENT BUILDING REGULATIONS, BRITISH STANDARDS AND CODES OF PRACTICE

COPYRIGHT OF THIS DRAWING IS RETAINED BY THE ARCHITECT AND IT MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT

REV	DATE	BY	AMENDMENT

folkes architects

The Old Forge
6 Church Street
Storrington
West Sussex
RH20 4LA

t. 01903 868629
info@folkesarchitects.co.uk

CLIENT

Tates Bro.

JOB TITLE

Mayberry Garden Centre
Old Shoreham Road
Portslade
BN41 1SP

DRAWING TITLE

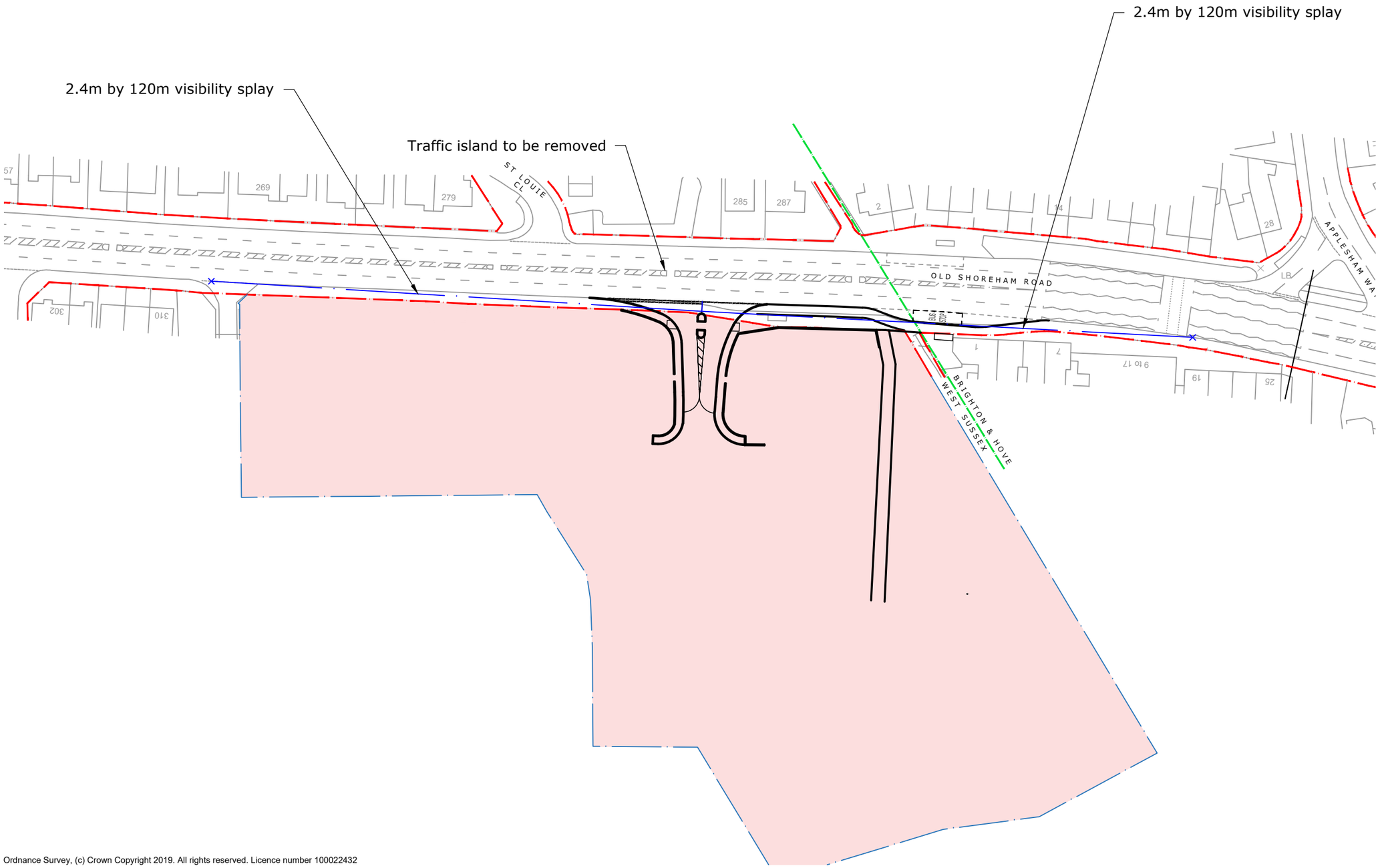
Garden Centre Extension
Proposed Cycle Parking Sketch

DATE	SCALE	DRAWN BY	CHECKED BY
Nov '21	1:100 @ A3	ec	mf

JOB NO.	DRAWING NO.	REVISION
2034	2.19	

Appendix E

Updated Bus Layby Drawing Numbered 1907047-04C



Ordnance Survey, (c) Crown Copyright 2019. All rights reserved. Licence number 100022432

north

Legend:

Highway boundary line (based on information provided by West Sussex County Council and Brighton & Hove Council)

Boundary between West Sussex and Brighton & Hove (based on information provided by West Sussex County Council)

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Tate Brothers, Portslade

Title:
Proposed Access Arrangement and Visibility Splays

Scale: 1:1,000 (@ A3)

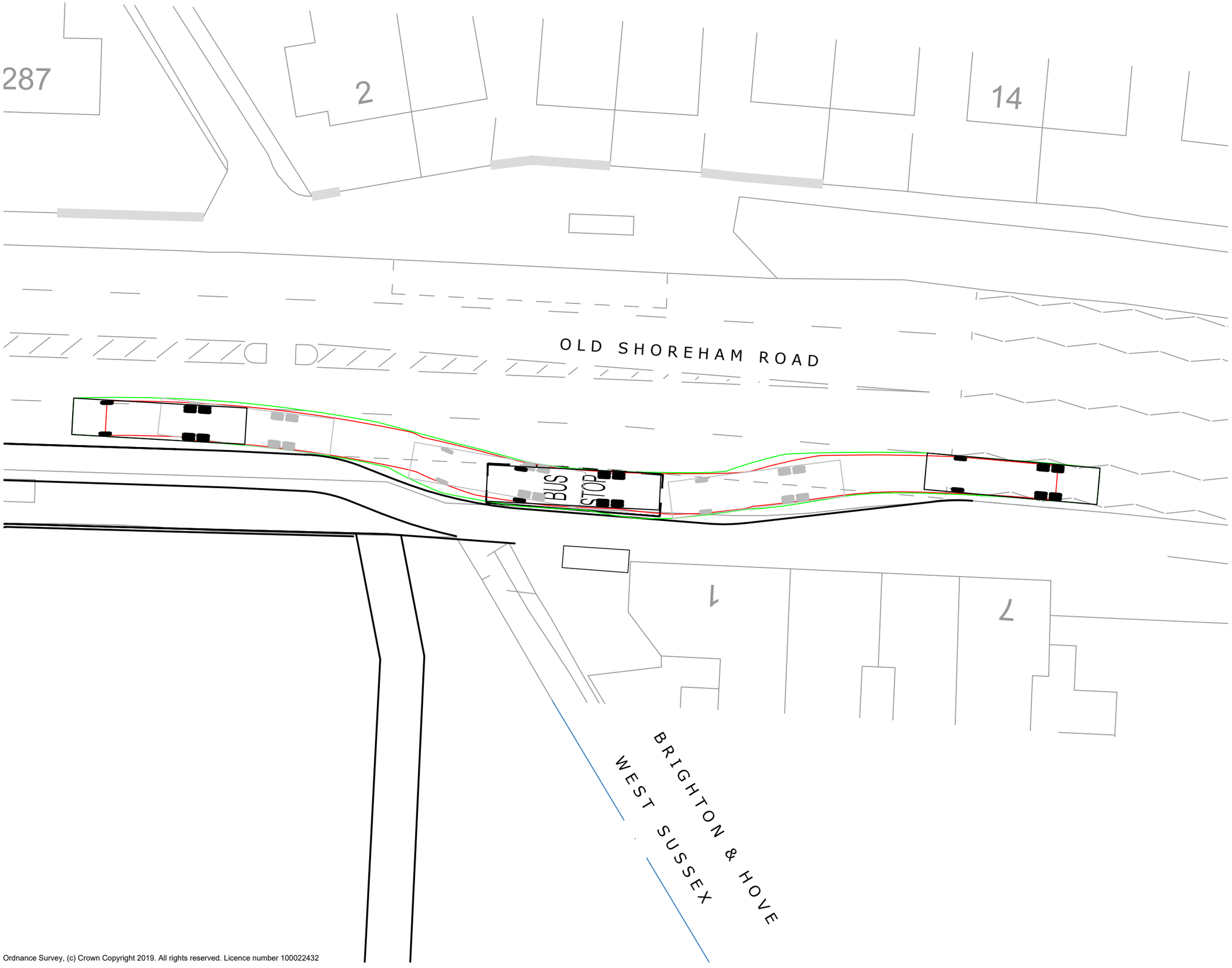
Drawing: 1907047-04

Revision: C

C:\Users\joearp\OneDrive - Motion\TP Projects\tbport 1907047\Drawings\1907047-04C.dwg

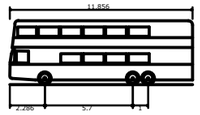
Appendix F

Swept Path Analysis for Bus Layby Numbered 1907047-TK18A



Ordnance Survey, (c) Crown Copyright 2019. All rights reserved. Licence number 100022432

north



Trident II - 12.00m 3-Axle	
Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.363m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 020 8065 5208

www.motion.co.uk

Project:
Tate Brothers, Portslade

Title:
Swept Path Analysis
Re-aligned Bus Lay-by

Scale: 1:250 (@ A3)

Drawing: 1907047-TK18

Revision: A

C:\Users\joeearp\OneDrive - Motion\TP Projects\tbport 1907047\Drawings\1907047-TK18a [Bus].dwg