WEST SUSSEX COUNTY COUNCIL **DATE: 4th November 2010**
INFRASTRUCTURE CONSULTATION

FROM: **Ian Gledhill** **TO:** **Adur District Council**
FAO: Peter Barnett

SUBJECT: **ADC/0389/10 - Extension of internal mezzanine and reconfiguration of service yard and garden centre.**

Homebase, Holmbush Centre, Kingston Broadway, Shoreham-by-Sea, West Sussex

CONSULTATION DATE: 18th October 2010

RECOMMENDATION:

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

The site has an existing vehicular access from the Hombush Centre roundabout. Access to the main highway network is further to the south via a large diameter roundabout which links to the A270 and also the A27 westbound. The site has an existing A1 retail use. It is generally understood that the change of occupier (from Homebase to Next) does not itself require planning permission, and the only aspects that require planning permission is the 1,030sqm mezannine and the rearranged service yard. It is therefore appropriate to view only the anticipated implications of the extended store and altered service yard.

Taking trip generation firstly, it is noted that surveys of the operation of the existing store have been undertaken to ascertain daily traffic flow. These surveys were undertaken on a Friday and Saturday, which are agreed as the weekly peak operating times for a retail store. Calculation of the trip rate from the proposed extended store has been based upon TRICS surveys. The anticipated trip rate derived from TRICS has been compared with that obtained via the survey of the existing store. For both, daily traffic counts are used rather than considering the impact at peak network operating times (most likely to be 1700-1800 on Friday and 1200-1300 on Saturday) and peak development traffic times (i.e. at the times the proposed extension would be expected to generate it's greatest amount of traffic). However, irrespective of this, from the comparison of the daily vehicle movements it is evident that the extended store would generate no intensification of use, and it is agreed that the extension will serve to increase the range of goods sold hence increasing length of stay but not necessarily increasing trip generation. Given the presence of the existing store, there seems limited benefit in seeking further work to assess or compare impact at peak network or development times. The comments made within the TA regarding the increased ability for customers to travel by sustainable transport due to the change in nature of the range of goods being sold is also agreed, with there being an existing network of foot and cycleways leading to the development site. The site also lies close to the Holmbush Centre (occupied by Tesco, and Marks and Spencer) and hence offers the ability for linked trips.

With respects to car parking, the WSCC Car Parking Standards recommend a standard of 1 space per 20sqm. Based on this, a maximum of 340 car parking spaces could be sought. Based on the current provision of 155 spaces with the proposed 6,790sqm store, a standard of 1 space per 44sqm is being achieved. The Planning Authority may wish to consider the implications of the proposed parking provision. Consideration should be given to the fact that there is to be no anticipated additional vehicle movements.

Concerns have been raised with regards to the servicing arrangements for the existing Homebase store. The proposals do show further development within the existing servicing area and the swept paths show the reversing of an HGV into the servicing yard. This manoeuvre appears to be slightly constrained by the layout of the site and the narrowness of the access road. The Transport Statement makes reference to smaller delivery vehicles being used, but nevertheless turning within the site is still limited. It is appreciated that in any case turning for an HGV within the current service yard is very difficult regardless of the fact the service yard is used for external storage. It is recommended that servicing arrangements and timings of deliveries are better controlled so as to avoid peak development times.

In conclusion, there would be no objection to this proposal. It is recommended that a letter or statement is secured via condition detailing servicing arrangements to ensure that deliveries do not take place at peak store times and when the car park is at its greatest use.

Ian Gledhill
Local Development

CONDITION

Servicing Arrangements
The extended store, hereby approved, shall not commence trading until such time as statement has been provided in relation to servicing arrangements, which shall include details relating to the timing of and number of deliveries for the extended store, have been submitted to and approved in writing by the Local Planning Authority.
REASON – In the interests of road safety and to ensure that congestion and conflict does not result within the car park during deliveries to the store.