

**Report following a request for further information, negotiations or consultation**

<b>REF NO:</b>	<b>AW/237/19/PL</b>
<b>LOCATION:</b>	The Former Ship Inn Aldwick Street Aldwick
<b>PROPOSAL:</b>	Variation of conditions imposed on planning reference AW/211/14/PL relating to condition 8 - delivery times & Condition 10 - delivery of goods serving the store in accordance to the Delivery Management Schedule

This application was deferred from the 8<sup>th</sup> January Committee meeting due to a request by members that the applicant provide (a) an independent Road Safety Audit (RSA) and (b) tracking diagrams to show what would happen if two refuse collection vehicles were travelling in opposite directions when a delivery was being made.

The applicant has now provided an independent Road Safety Audit undertaken by "Gateway TSP", a Designers Response (by the applicant) and the requested tracking diagrams consisting of:

- Dwg B202 Rev A "Site Location Plan with Vehicle Tracking: Articulated Vehicle";
- Dwg B203 Rev A "Site Location Plan with Vehicle Tracking: Rigid Vehicle";
- Dwg B204 Rev A "Site Location Plan with Vehicle Tracking: Cars Passing Delivery Vehicles"; and
- Dwg B205 Rev A "Site Location Plan with Vehicle Tracking: Refuse Trucks Passing Delivery Vehicles"

The Road Safety Audit (RSA) carried out identifies the following issues:

- (1) Lack of surface water drainage may lead to pedestrian slips and falls at the proposed buildouts particularly during icy conditions. The RSA recommends that carriageway levels be reviewed, and drainage provided at the proposed buildouts as necessary;
- (2) The current proposal is for a greater frequency of deliveries therefore more turning manoeuvres and greater holding of other traffic. Visibility for northbound vehicles towards waiting traffic may be obscured leading to nose to tail collisions. The RSA recommends that a 'Delivery Management Plan' be prepared to set out the routing of delivery vehicles and how deliveries would be managed and supervised by trained members of store staff.
- (3) Carriageway widths at kerb buildouts may lead to side swipe collisions and also a danger to pedestrians from larger vehicles (on Aldwick Street). The RSA recommends that carriageway widths & swept paths be sufficient for vehicles to manoeuvre.

(4) Lack of a footway on the northern side of Aldwick Street may lead to pedestrians being struck as customers approaching the store would need to walk in the carriageway. The RSA recommends that pedestrian routes approaching the store be formalised.

The applicants Designers Response (DR) sets out that:

(1) The design of the build out proposals has already been approved by WSCC through a s278. If additional further drainage is deemed necessary, then by agreement with WSCC, a drainage channel could be incorporated to maintain the kerbside drainage channel continuity.

(2) The applicants preferred delivery point would be for large delivery vehicles to use the area adjacent to the building, along Aldwick Street, as this requires no reversing. Smaller vehicles would then use the car parking area and avoid peak periods. The submitted delivery management scheme sets out hours of deliveries and types of vehicles. The store manager will monitor the flow of vehicles and adjust to reflect any local traffic changes or congestion immediately surrounding the store. CCTV would monitor the delivery area/roadways so that all potential matters are fully covered.

(3) The design of the build out proposals has already been approved by WSCC through a s278. Furthermore, the submitted swept path tracking plans show that there is sufficient space for vehicles to pass the delivery vehicle when adjacent to the building.

(4) A pedestrian crossing point to the highway will be provided as part of the s.278 proposals. This is with the build-out and is shown on all tracking plan drawings.

In respect of point (2), members should also note that condition 7 requires the approval of a Servicing Management Plan and this will cover delivery arrangements in greater detail than the submitted Delivery Management Scheme.

The RSA, DR and the tracking diagrams were all issued to County Highways for their consideration and they have commented on the points raised in the RSA as follows:

(1) This is a detailed design matter that would be addressed as part of the detailed design of highway works as part of the post planning consent (such as through a Section 278 Agreement).

(2) WSCC has reviewed the swept path diagrams and would agree that articulated vehicles should only use the area adjacent to the building, however all rigid vehicles could safely use the car park as well. It is noted that articulated vehicles over run the northern buildout if travelling in a westerly direction (from the east) and these vehicles should therefore be encouraged to access the site from the west and leave to the east. This can be agreed through the Servicing Management Plan condition.

(3) WSCC agree there is sufficient space for vehicles to pass the delivery vehicle when it is stationary outside the building. It is acknowledged there will be times when cars will prefer to wait, especially if the car parking bays to the south west are in use.

This is not an unusual practice and given that deliveries are scheduled to take place outside of peak operating hours, WSCC do not consider this to be a highway safety issue. There will be some minor delay to vehicles if they have to give way to allow opposing vehicle movements to proceed but this minor delay is not considered to warrant a reason for refusal; especially given that this practice could already occur within the highway under previous uses, and loading and unloading is permitted on double yellow lines.

(4) The build outs were included in the original planning approval in response to local concerns over crossing due to the lack of footways on the northern side of the road. Whilst it is acknowledged there are no footways on the northern side of Aldwick Street, this is an existing situation. The build outs will provide a safe pedestrian link from the southern footway to and from the store.

Separately, WSCC have asked for clarification over whether the existing bollards on the northern side of the carriageway will remain as it is not clear where these are in relation to the tracked vehicles. The applicant has advised that although close to the edge of the tracked vehicle diagrams, they can be safely negotiated. However, it may be more practicable for the ease of delivery vehicles to have them removed and replaced with highway delineation blocks/markers (a granite sett or similar set flush or just slightly proud of the roadway surface). This would be agreed through the S.278 Agreement.

Therefore, the minor issues raised in the RSA will all be resolved either through the discharge of condition 7 (Servicing Management Plan) or through the S.278 Agreement process. There are also no objections to the tracking diagrams.

The officer recommendation remains as per the previous report to Committee in January 2020. Members should also note that if the Committee were to refuse the application then the Councils position at appeal would be substantially weaker given the requested additional highway work that has been undertaken does not differ from the advice received from the Highway Authority. The potential for an award of costs would also be substantially increased.

Background Papers – Development Control Committee agenda of 08 January 2020 for the previous officer report.