

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Susan Dubberley
FROM:	WSCC – Highways Authority
DATE:	10 th January 2025
LOCATION:	Sussex House Perrymount Road Haywards Heath West Sussex RH16 1DN
SUBJECT:	DM/24/3077 Demolition of the existing buildings and construction of a new food store (Use Class E(a)), with access, car and cycle parking, landscaping and associated works.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	No Objection

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the above proposals for highway safety, capacity and access on the proposals outlined above.

Currently the site is occupied by a range of uses including a 2,873 sq.m office building with 120 parking spaces, a Budgens Convenience Store with c16 parking spaces and Colourschemer Interiors with 17 parking spaces.

The proposals include the development of an Aldi discount food store of 1,940sq.m GIA, with 1,154 sq.m of retail sales area. The LHA undertook pre-application advice with the applicant's transport consultant in October 2024. At this time the overall scope of the development was discussed and this has formed the basis of the Transport Assessment (TA) submitted with this application.

Access and Visibility

The proposed development will be served from the existing access on the B2028 Perrymount Road, with proposed widening on the northern side. The access is designed with an internal access width of 7.5m with 8m kerb radii, to accommodate a 16.5m articulated delivery vehicle turning in and out of the site. The LHA has checked the most recently available accident data and within the last 3 years there have not been any recorded Road Traffic Collisions in the vicinity of the existing access point. The works to widen the access will need to be undertaken in with a technical check and licence from the LHA's Highway Agreements Team via a Section 278 Agreement.

During pre-application discussions with the Design Team the proposed re-location of the existing bus stop serving Perrymount Road was discussed. However, given the observations within the RSA (set out below) and the difficulty in finding a suitable and workable new location, it is proposed that the bus stop will stay in its current location.

Two speed surveys have been undertaken within the vicinity of the existing point of access both are under the posted 30 mph posted limit. To the south the required 43 metres in

line with Manual for Streets (MfS) parameters. To the north the TA has provided splays of 22 metres which takes account the edge of the bus stop markings. The 22m splay is considered appropriate for the Aldi access based on the surveyed speeds and the TA's justification that a bus may not always stop at the furthest extent of the bus stop markings is accepted.

Stage 1 Road Safety Audit

In accordance with the adopted WSCC 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit.

The Audit Team have raised one problem and an observation within the Audit log. The Audit team have recommended the inclusion of "Keep Clear" markings at the point of access. This has been demonstrated on drawing number 24036-010 Rev D.

In addition, the RSA makes comment on the proximity of the nearby bus stop on Perrymount Road. The Audit Team are of the view that the existing access and anticipated activity from the development would not have an adverse impact on highway safety. The Auditor makes reference to the initially proposed "Zebra Crossing" within the internal layout stating-*"The public would not understand the difference between public and private highway particularly in this situation and it would be beneficial for all to provide a dropped crossing with buff tactile paving to aid movement"* The Designer has responded to this point and provided tactile paving crossing the access road as demonstrated on drawing 24036-010 Rev D.

The Design Team response to the RSA has also been prepared. All matters raised in the RSA have been addressed in accordance with the Auditor recommendations and there are no outstanding matters raised through the audit process.

Trip Generation and Distribution

The traffic flow generation is based upon the use of Trip Rate Information Computer System (TRICS), this has been presented within Section 4 of the TA. The assessment provides an overview of the sites existing and proposed vehicular movements. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation.

Using this data, the calculation of the net traffic effect shows that the proposed development could attract up to 26 and 91 additional traffic movements during the weekday AM and PM peak hours respectively, and an additional 205 traffic movements during the Saturday peak hour. The PICADY9 computer program has been used to assess the operation of the Perrymount Road / Site access junction. The PICADY results show the proposed access will operate within capacity in with the proposed food store in place.

Section 5 of the TA demonstrates that the proposed development does not have a 'severe', impact upon the operation of the adjoining highway network, consistent with the requirements of the National Planning Policy Framework (NPPF). The following junctions have been assessed:

- Mill Green Road / Sydney Road / Perrymount Road / Market Place Roundabout.
- Waitrose Exit / Perrymount Road.
- Clair Hall Site Access / Perrymount Road Priority Junction.
- Waitrose Entry / Perrymount Road Junction.
- Heath Road / Perrymount Road Priority Junction.

Parking and Layout

The store will be accompanied by a car park with 97 parking spaces, including six disabled spaces and 10 parent and child spaces. The car park will also include six active electric

vehicle charging spaces, four regular, one disabled and one parent and child space, and 20 passive spaces for future use. The proposed provision is under the LHA's parameters for the type of development proposed however within Section 3 of TA the applicant has provided a TRICS assessment to further justify the parking allocation. The assessment shows that the accumulation peaks at 51 vehicles during weekdays and 52 vehicles on Saturdays which would be within the proposed parking allocation.

Within Appendix 3 of the TA the proposed site layout has been assessed for goods vehicle manoeuvres based on a 16.5m articulated vehicle via swept path diagrams. This includes the access and internal layout. Two car parking spaces are required for delivery vehicles to safely enter and turn within the site, these will be coned off by staff when required.

Within our pre-application advice the LHA sought further investigation on a refuge island at the access point but as outlined within the TA this has been investigated but would impact on delivery vehicles entering the site. The internals of the site have been designed with crossing points and designated walkways. Tactile paving should be provided or at the points where crossing points are located. It is considered that this could be covered via a suitable planning condition as advised at the end of this report.

Accessibility and Travel Plan

The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for staff and visitors to travel to the site. The site has good access to the existing pedestrian network that includes a number of signalised and un-signalised crossing facilities. There are existing bus stops within close proximity to the site which are served by frequent bus services, which provide access to and from Haywards Heath and the surrounding areas. Haywards Heath rail station is within walking and cycling distance of the site; journeys for staff could easily be accessible to and from the proposed development by train. The train station can be reached by foot or cycle.

The attached Travel Plan within the supporting information would be accepted and provide visitors and staff workable means to access the site using more sustainable modes. The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Conclusion

Having regard for the current usage at the site and the supporting information submitted within the TA, the LHA 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 (para 115), and that there are no transport grounds to resist the proposal. Any approval of planning permission would be subject to the following conditions:

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),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

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

Tactile Paving (details required)

No part of the development shall be first occupied until the tactile paving crossing points within the site have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To provide accessible movements for all pedestrians.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document.

The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

The applicant is required to obtain all appropriate consents from 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

West Sussex County Council – Planning Services