

[REDACTED]

From: Clerk BBH [REDACTED]
Sent: 08 September 2023 19:37
To: Planning
Cc: Councillors; Olivia Buck
Subject: RE: Planning Application Consultation - DC/23/1133
Attachments: DC-23-1133 drawing showing current traffic flows.pdf; APPENDICES_DC.23.1133.pdf

Categories: Consultations

Dear HDC Planning Team,

Following review of planning application DC/23/1133, the Parish Council do not object to the site in principle, however based on the highways traffic scheme as presented in the application, would request refusal. The village of Broadbridge Heath has pre-existing highways infrastructure issues, including the bus gate, the co-op car park, and the 'rat run' with the volume and speed of traffic cutting through Sargent Way. Please see the marked up map submitted with this response.

It is considered that the impact of the presented infrastructure would further exasperate the current issues and would have an adverse effect on the local community. The traffic infrastructure requires extensive revision, and the Parish Council requests that a Section 106 contribution, by the developer, to mitigate these highways issues, is considered.

The Parish Council would request review of the Appendices 1, 2 and 3 as submitted with this response. These detail a number of additional points which were raised by the Parish Council and wider community, some in support of the development and some raising additional concerns.

Regards,
Lucinda Edwards
On behalf of Broadbridge Heath Parish Council

Lucinda Edwards
Clerk and RFO
Broadbridge Heath Parish Council
[REDACTED]



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From: planning@horsham.gov.uk <planning@horsham.gov.uk>
Sent: Friday, July 14, 2023 10:14 AM
To: Clerk BBH <clerk@broadbridgeheath-pc.gov.uk>
Subject: Planning Application Consultation - DC/23/1133

Dear Sir/Madam,

Please see the attached consultation for - DC/23/1133

Comments on this application should be received within 21days of the date of this email and should be emailed to planning@horsham.gov.uk

Regards

Development Management
Horsham District Council

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PLANNING APPLICATION DC/23/1133 REPORT OF MEMBERS' CONSIDERATIONS

Comments are divided into the below categories:

1. Biodiversity & Ecology, Ecological Appraisal & Assessment, Trees and Bat Survey
2. Energy, Air Quality and Noise (Acoustic design)
3. Retail Assessment
4. CIL and Water Neutrality
5. Statement of Community Involvement
6. Transport Assessment and Framework Travel Plan
7. Design & Access Statement and Planning Statement
8. Additional Comments

1. Biodiversity & Ecology, Ecological Appraisal & Assessment, Trees and Bat Survey

This is a brownfield site to which there is no public access, so all information has been reliant upon the reports commissioned by WSCC. It would appear to be mostly tarmac and hardstanding with areas of scrub and trees, mainly on the boundaries, particularly that to the north of the site. It does not generally appear to be rich in wildlife, and the main species affected by the development is likely to be the bat.

The reports indicate that these do not roost on site but use the area for foraging, and as a green corridor between other sites particularly on and around the northernmost boundary. The main danger here would seem a diminution of habitat and/or the severing of the green corridor with a subsequent fragmentation of bat habitats and interference with the dark and undisturbed areas that bats need to feed, roost and commute.

Some 44 trees and 2000 sq. metres of scrub are due to be removed but replacement trees and alternative areas planted. The main risk to the bats is indirectly through human activity, cars, noise and light and the effect all this will have on the vegetation and insect population. The mix of retail shops and drive through restaurants means that the site will be operational for the greater part of every 24 hours.

Bats are known to be at their most active in the twilight hours just before sunrise and just after sunset. In Horsham, these hours change through the year with dawn ranging from 4 o'clock until 7.30 in the morning, and dusk occurring between the hours of 4.30 in the afternoon and 10 o'clock at night with the result that both morning and evening, during almost all the hours that the bats are normally at their busiest, the site will still be trading with the resultant movement, noise and light.

A quick check of the opening hours of other branches in and around the area of Broadbridge Heath for the four retail outlets in question:

- B&Q have opening hours of 7 o'clock in the morning until 8 o'clock in the evening.
- Lidl has opening hours from 7 or 8 o'clock in the morning until 8 or 10 o'clock at night.
- MacDonalds drive through restaurants can have opening hours of 6 o'clock in the morning until 11 o'clock or midnight.
- Starbucks drive through restaurants can open between 5.30 and 6.30 in the morning with closing times between 6 and 8 o'clock in the evening.

All these times added together could mean a combined operating period from 5.30 in the morning until midnight.

Finally it is worth noting that Starbucks have the earliest opening hours, and it is their premises that are to be positioned on the northern boundary, right at the heart of that very area where there is most activity and insects for the bats and through which they currently commute between habitats.

The Parish Council recommends very strongly that in considering the opening hours of the Quadrant with respect to the needs of both customers and residents, it is paramount that the needs of the bats are strongly represented. They have no alternative.

2. Energy, Air Quality and Noise (Acoustic design)

NOISE

No concerns with the acoustic design as long as the recommendations of the report are adhered to.

Retail Unit 03 Plant

The details of this plant are not known at present

An assessment to confirm the above expectations should be carried out by when the plant details have been confirmed.

Review of Retail Unit 03 plant locations indicated that satisfying the HDC planning noise criteria should be feasible with standard plant. Some standard noise attenuation measures, such as in-line attenuators, may be required. This conclusion should be confirmed by a full assessment when the plant details become available.

Concerning deliveries

The night-time delivery noise at Wickhurst Gardens and St John's Crescent will be dominated by deliveries to Retail Unit 03 and 04. To minimise the risk of significant adverse or adverse impacts at these receptors, deliveries to Retail Unit 03 or 04 with larger heavy goods vehicles which have potential for generating substantial noise levels should therefore not be scheduled during night-time hours.

AIR QUALITY

The only notable concern with air quality is the risk of dust during the construction phase. If best practice policies are followed, then this reduces the risk to an acceptable level. If for whatever reason dust does become a problem, then a prompt complaint should be issued to the site manager so that immediate action can be taken to reduce it.

ENERGY

No concerns about the energy use of the development.

To summarise the report:

The initial thermal modelling and analysis has identified that a combination of technologies will meet the requirements of WSCC planning policies and best service the site.

It is considered that the strategy of an all-electric solution (i.e. heat pumps) will be the most appropriate to demonstrate compliance with the requirements of the WSCC sustainability policies.

3. Retail Assessment

General

Location – Tesco, Halfords and Homebase already in situ adjacent to proposed site. Retail units all contained within one area. These shops already have extended opening hours.

Proposal includes Lidl, McDonalds, B & Q and Starbucks.

Nearest existing:

- Lidl - Foundry Lane (1.9 miles). 52 parking spaces.
- McDonalds - Buck Barn (5.7 miles)
- B & Q – Crawley (8.1 miles). 313 spaces shared with Matalan
- Starbucks – Piries Place (1.5 miles)

Parking

Proposal includes:

- McDonalds – 39 spaces and drive through
- Other units – 192 (approx 64 spaces per unit)

Is this sufficient in peak?

McDonalds drive through access seems to be around their car park. Potential for bottleneck with cars having the ability to enter from A24 end (turning right) and Broadbridge Way (turning left).

Interestingly 10% of McDonalds business now comes via Uber Eats (according to google). This is good, as less cars potentially. Need to ensure cycle routes adequate and safe.

Access

Ability to access new retail park from both A24 and Broadbridge Way fraught with issues.

The plans seems to include a mini roundabout by Old Wickhurst Lane and the Tesco petrol station. In peak times this may well clog up with Tesco's customers and retail park customers wanting to turn left. This could back up past the Halfords entrance. Some sort of traffic management required ie right lane on Broadbridge Way for Tesco and left for new retail park.

Planning/HDC/WSCC need to review impact of one way system. ie entrance only from A24. This may reduce customers using Co-op end as a cut through. Could cause problems at Highwood estate roundabout however.

Consideration should be given to the infrastructure surrounding the bus gate at the co-op.

Traffic flow will be the biggest issue for BBH. Recommend HDC/WSCC initiate an impact report on traffic generated in and around Sargent Way and CO-OP by this proposed development with recommendations on best solutions.

Deliveries

There is a provision for shared service yard which looks to be adjacent to Tesco's delivery area. Access is assumed to be from A24 end. We are not aware of any complains re deliveries for Tesco's re noise/schedule. However, A24 slip road would now service 4 additional retail units.

Is the area big enough? Customers can also access the retail park this way. Assume deliveries are made during off peak but not during the night?

Anti social behaviour and rubbish

Starbucks and McDonalds – Need to ensure enough waste bins not only within shopping area but within BBH Village. These units could increase requirement for bins in village.

Opening hours of all units? Bearing in mind Tesco 24 hours (not at present), Halfords and Homebase until 8 pm, CCTV/lighting – assume standard for police input.

4. CIL and Water Neutrality

(Below extract from email from Senior Planning Officer at HDC)

Summary of points discussed this morning, below. On bats and highway matters, I would strongly advise reading the WSCC highways and ecologist responses received.

Use of planning obligations

Planning obligations are commonly referred to as 'section 106', 's106', as well as 'developer contributions' when considered alongside highways contributions and the Community Infrastructure Levy. Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

When CIL is adopted, as in HDC, Section 106 agreements can only be used for affordable housing and mitigation measures that are a result of the development and are on-site or directly adjacent to the site.

The WSCC highways comments received will offer insight into what obligations WSCC believe is necessary to make the development acceptable in planning terms.

CIL

Broadbridge Heath has not been designated as a neighbourhood plan area.

'Large format' retail development is defined in our Charging Schedule as a floor area for serving customers over 280 square metres. Using the applicant's own figures there is net gross internal area of 1,962.79 sqm chargeable area (4,451sqm – 2,488.22 sqm demolished) giving a sum £243,631.78.

The applicant's figure will be checked and verified by our CIL team who issue the liability notice at the appropriate time, especially given the definition may exclude both drive-thru' (I haven't checked). This process is separate to planning. CIL is chargeable upon commencement, so the final figure will differ slightly from above as it is charge year indexed.

5. Statement of Community Involvement: Cllr Christine Knight.

Broadbridge Heath Parish Council

Statement of Community Involvement (with regard to Planning Application DC/23/1133)

- Whilst the proposed retailers will be welcomed by many Horsham residents, especially McDonalds, since the closure of their Bishopric site, if the siting of a Lidl store at this location means their present store near the station will close, then this will not be welcomed by residents in the north of Horsham. If this is to happen, then HDC should encourage another supermarket retailer to take the Lidl site – perhaps Asda or Morrisons, as neither of these are present in the town.
- There will be concerns over the additional traffic that the retailers will attract, especially how the flow of traffic into the site will impact on the existing traffic going into the Tesco superstore, the Bridge leisure centre, and the football ground.
- Further concerns will be regarding rubbish and noise; though there are no houses close by, both rubbish and noise travel if not properly controlled, and restricted.
- The trading hours may also cause concern, though Tesco is currently open from 6.00 am until 10.00 pm.
- On the plus side, new outlets should attract new job opportunities, and hopefully, the retailers will be looking to employ local people to fill their vacancies.

6. Transport Assessment and Framework Travel Plan: Cllr Sam Hazell

Transport assessment

2.7.0 Existing traffic flows are currently being monitored by WSCC around Sargent Way and the CO-OP car park, these should form part of the report to allow mitigation which they do not.

2.9.6 whilst aesthetic upgrades to the underpass are noted, there is an issue with flooding and the current pumping system is inadequate. This underpass remained inaccessible and out of use for much of winter 2022/23 therefore investment in this infrastructure should be a requirement if it is to be used as a crossing point for Broadbridge Way in this assessment. We would encourage the Planning Officer to make this a Planning Condition.

5.4.1 This traffic management of the cut-through does not appear adequate as this is employed elsewhere at the CO-OP car park including said traffic calming which has not worked to address this issue.

5.9 No impact assessment for Sargent Way and CO-OP car park from cut-through traffic going East-West and West-East on Broadbridge Way.

Appendix 2-this map is out of date and does not show Sargent Way joining Broadbridge Way therefore does not give an adequate representation of the cut-through issue.

Appendix 14-the swept path analysis for the drive thru' restaurant only works if the car park is empty, whilst we appreciate out of hours deliveries could resolve this there doesn't appear to be a methodology for ensuring cars do not park blocking this.

Framework Travel Plan

3.2.3 This doesn't appear to address the crossing of Broadbridge Way.

3.6.6 This assumes vehicles using the road network as planned but there is significant history of Sargent Way and the CO-OP car park taking a considerable volume of West-East traffic which this doesn't allow for.

5.0, 6.4.1 should be a planning condition to allow the authority to enforce should this not be completed.

Appendix 1-this map is out of date and does not show Sargent Way joining Broadbridge Way therefore does not give an adequate representation of the 'rat-run' issue.

Design and Access Statement

Notably A264 and Broadbridge Way appear to often be confused and this should be clarified. Some plans are incorrectly labelled.

3.1, 5.1.2, 5.1.3 Pedestrian friendly layout would require work to allow adequate crossing of Broadbridge Way, the current underpass becomes un-usable in heavy rain due to flooding. Therefore, improvements of a toucan crossing should be considered. Particularly relevant as 'unit 04' is stated to attract football player footfall and the Village Centre field is used for this purpose, which would require crossing of Broadbridge Way.

4.3 Public consultation stated that none of the units were already in the area, however there is already a Lidl in Horsham Centre and Billingshurst out of town retail park.

Construction management plan

The Parish Council would like it a Planning Condition that the lead site agent and project manager are required to open a line of communication with the Parish Council, this will enable local community concerns during the build can be addressed without the need for planning compliance.

Summary

There appears to be adequate parking with a good provision for EV, child and reduced mobility vehicles.

The overriding concern is around the two ended access to this new estate and the high risk of cut-through. There is already an existing 'cut-through' problem around the CO-OP car park and Sargent Way. These areas are used

extensively by traffic moving West to East through the village. There is ongoing work at WSCC to mitigate the safety issues in this area and this application does not address the further pressure placed on these areas.

The ideal situation would be to have single access to the retail development from the A24 slip road to encourage use of the A264 rather than Broadbridge Way/Sargent Way. Consideration should also be given to mitigating traffic travelling East-West via the mini round about access applying additional pressure to the Sargent Way area.

Whilst there is concern over the traffic generated by the two drive through outlets and particularly the fast-food outlet 'retail unit 04' the traffic management design looks to accommodate and mitigate well. Traffic circulation within the site seems to be well managed with only the swept path for 'unit 04' needing some attention if cars are in the car park.

The pedestrian access relies on the underpass to connect the site to the North of Broadbridge Heath. This underpass requires rejuvenation work due to a flooding/drainage issues which renders it unusable. This should be considered as a Planning Condition for the applicant. A toucan crossing to promote road safety as it is likely several children will visit the 'Broadbridge Heath Retail development' especially as stated after football matches.

GENERAL COMMENTS

1. The planned new site access road from the new roundabout on Wickhurst lane, should have either a toucan crossing. That stretch of pavement is used by children living south of the development travelling to Shelley School as well as children living west of the development travelling to Tanbridge School (opposite flow of travel). The route is currently protected under Broadbridge Way by an underpass and also protected in the Tesco carpark by a zebra crossing. With the increased traffic predicted I believe it is essential to have a safe crossing for unaccompanied school children and the wider community on this route.

2. Increased traffic on Sargent Way. There can be little doubt that if the current road layout in BBH remains unchanged outside of the new development, then traffic levels using Sargent Way as a short cut will increase. The road width and radius of bends is already a problem when just considering residential traffic. It's my opinion that Sargent Way can not safely accommodate the increased traffic this new development is expected to receive. A possible solution would be to erect bollards and close Sargent Way. This could be at the PC office end of the road (either before or after the PC office carpark), or at any other point on the road so that east/west travel is not possible via Sargent Way.

APPENDIX 2 - Feedback from residents drop in Session held on 24th August 2023 - DC/23/1133

Traffic management

- By far the biggest area of concern
- Increase of traffic through Sargent way 'rat run'
- Strong feeling that existing problems with the road infrastructure surrounding Sargent Way, bus gate, co-op should be addressed prior to additional proposals
- New mini roundabout causing congestion
- Congestion at A24 slip road end. Customers and deliveries. Believe that Tesco deliveries must reverse into their area, no turning space
- Concerns for pedestrian safety particularly at new roundabout area

Transport

- Poor bus provision – lack of service in evenings and on Sundays

Litter

- 2nd biggest concern. Especially from McDonalds. Increased litter in village. Litter pickers very concerned
- Area already attracts gulls – would become more dependent with additional waste/litter.
- Risk of rats with food waste/refuse/litter

Anti-social behaviour

- Mainly regarding McDonalds being a potential hotspot. The issue with 'boy racers' doing donuts regularly mentioned. Questions regarding opening hours of McDonalds. Generally, against 24 hours. Not sure what the proposal is re opening hours.

Suggestions

- Bollards across Sargeant way or prevent access to Tesco from co-op end ie block off Tesco roundabout
- Find suitable permanent solution to the Sargent Way issues, developers of Quadrant to mitigate/contribute to any required highways infrastructure as further development would only increase current issues
- Remove new mini roundabout and create entrance directly from Broadbridge way or use existing Halfords entrance and make one big retail park
- Pedestrian crossing required at new mini roundabout entrance
- Pedestrian access from side of Tesco to McDonalds
- Make a right filter lane from A24 entrance into McDonalds drive through. Would have to widen road.
- Make exit of McDonalds drive- through a left turn only. Ie force traffic to exit via A24 end

APPENDIX 3 - Feedback from residents' correspondence - DC/23/1133

Resident 1

As a resident I am completely opposed to this retail park.

- Anti social behaviour for a drive through fast food establishment, this is not America. Put the restaurant in town.
- Repeat of existing stores; we already have the 2 towns garden centres within a mile of each other, adding a third does not create competition.
- A low end supermarket next to the already poorly maintained Tesco site. We have enough grocery stores
- Access is ridiculous. I walk every day that route and it's dangerous. Close off the access to Tesco completely and have everyone go via A24.
- Build houses and a school not more useless and unneeded retail.
- Hi could you please let me know what opposition you have mounted regarding the new development?
- How can they possibly think the access route through the route to Tesco is acceptable when it's a single lane in both directions and we already have countless people driving through the bus lane route by the co op already.
- This is going to bring in masses of traffic and we already have Homebase and a garden centre within walking distance of this site.
- The noise from the bypass and Tesco route is constant as it is with a lot of antisocial behaviour with boy racers and motor bikes revving all night already.
- How have they addressed any of these concerns by local people?

Resident 2

- In principle, I don't object to the development of Broadbridge Heath Retail Park. It will be great to see the site utilised and provide more employment opportunities in the area. The choice of businesses going into the Park could have been better but I appreciate that residents and the local community will have very little influence on what goes in. I do have major concerns which at this point, unless they are addressed and changed, would lead me to vote no and object to the current design
- I am aware that the idea of a MacDonalds being part of the application has received mixed opinions. Again, I don't object to a MacDonalds in general, but I definitely object to it being a 24 hour one (if that is part of their application). We already suffer from a lot of noise until the early hours of the morning, particularly with the "racers" who use this area as part of their "track" and then congregate in the Halfords carpark. A 24 hour MacDonalds would only exacerbate this problem and create more noise affecting the adjacent residential areas. If a MacDonalds goes in, it would make sense that it be constrained to no later than Tesco's hours but ideally closing by 11pm. This is a family area, with a large number of elderly residents. No-one wants to be disturbed by increased traffic late at night.
- Secondly, I strongly object to the road layout for access to this development. It doesn't take much common sense to realise that the current design is not well thought out. We have a large number of students walking from the village, across the Tesco's site to reach Tanbridge House School. The current design feeds a lot of traffic exactly the way they walk, with a new roundabout for them to negotiate at a major crossing point for the children. It is an accident waiting to happen. Cars barely stop at the zebra crossing we do have, there is no way having additional crossings will make the children any safer. Whilst I have no official planning qualifications, even I can see that the better

option is to install a roundabout at the Halfords entrance point and make access to the new development through that way. Traffic is no longer forced into the Tesco's area and our children and residents walking to Tesco's/Tanbridge are kept safe.

- As the amount of traffic already using Sargent Way as a rat run is a major issue. the access to the retail park being via the Tesco's entrance will only increase this problem. Again, I can't believe no-one has had the foresight to realise that if you made the Halfords roundabout idea an entry only point into the Retail Park, you could then make the only exit via the slip road exit onto the A24. This would solve so many problems....villagers could easily still access Old BBH, the Wickhurst Green residents could loop back and into Wickhurst Green either by going past the Tesco's entrance again or around onto the new bypass to access from the south side and it would encourage shoppers from surrounding areas to use the main road arteries (like the new bypass) rather than trying to cut through Wickhurst Green. We had the old bypass downgraded and shut in a section, which has done a lot of good for the village, but by not addressing the current plan flaws, traffic will run through Sargent Way and we place our children in danger. I genuinely do not understand why this was not considered as part of the original plan!
- Unless the road layout is changed to be more practical then my overall opinion for the development is a NO. The traffic situation and the operating hours of MacDonalds must be taken into serious consideration before this development goes any further.
- I am sure I am not the only resident to voice their concern and object to the road plans. I only hope that the Council and the Developers actually listen to our concerns and change the plan design.

Resident 3

- With reference to the proposed development to include McDonalds and Starbucks, and as residents very nearby on Wickhurst Lane we feel the impact would be negative to the whole community.
- Not only would we see increased traffic, increased littering and noise,
- the constructions of a McDonalds so close to a preschool, a nursery school, Shelley Primary school and directly on the route to and from Tanbridge House school into the village would be in the best case negligent and the worst case harmful to the health and wellbeing of our children.
- We strongly oppose the proposed planning application.

Resident 4

After visiting on office on Thursday to view the plans here are my biggest concerns:

- The new access roundabout approaching Tesco . It would have far better to put an access point /roundabout at the same junction for Halfords etc rather than where it is now . What is going to happen is , it will encourage more traffic to cut through the Co-op car park /wickhurst green . That is a disaster already- no need to compound it with additional traffic and can't see anything happening with it until there is a serious accident. And as we know councils are reactive rather than proactive.
- There are too many pedestrians , Shelley school , THS students , Tesco and leisure centre all use this footpath for access . A lot of drivers already disregard the pedestrian crossing. Increasing the traffic is a pedestrian accident waiting to happen.
- What is the contingency for when the underpass floods because the pump has failed again ? Forcing all pedestrians to cross what essentially will be an extremely busy road ?
- How are they going to stop the boy racers in the car park ?
- deliveries to these stores ? Will there be night deliveries? If so what times ? Can we stop the night deliveries?
- how is the downgraded road to Tesco going to cope with all this extra traffic? Is it going to be up graded to manage the extra traffic?
- what will be the closing times for Starbucks and McDonald's ?

