

## **Assessment of Parking Provision, Access and Traffic Generation - Response**

In their memorandum dated 26/11/24 the highway department has reiterated some concerns over the current proposals.

Firstly, it should be noted that the shop was not just used previously as a 'paper shop' This rather understates the attraction of the shop to local customers. It was also an off licence, so traffic to and from the site was quite considerable and is an important point in assessing the application.

The LHA raise concerns that the rear car park could not accommodate any further parking and doesn't feel the arrangements would change extensively. It is concerned that there would be an increased intensification in the use of the access.

If the arrangements wouldn't change extensively then we are uncertain how that would create an intensification of use?

That said we do however appreciate the concern of the LHA and are putting forward an alternative suggestion for the parking arrangements to the rear. Each of the three bed flats will be allocated a parking space to the rear car park. No other vehicles from the A1 shop use will park there. If three cars from the hairdressers use the car park now then there can be no justifiable reason that 3 spaces for the flats would not be acceptable. That would address any concerns that the LHA have over intensifying the use of the access. There will only be three independent parties using the rear access. As it is, if all the A1 use were to be reintroduced you could have three independent shops with potentially 6 to 9 independent shop assistants plus 3 or more delivery vans seven days a week; 52 weeks a year.

It is important to acknowledge that with the A1 shop use the rear car park could have been clogged up with cars parked randomly and potentially reversing out of the access; this proposal gives the LHA and planning some control over the future use of the car park.

Its also important to note that the parking / turning area is not highway land. How vehicles park and turn there is not particularly relevant to the highways. The fact is that the current shop units have successfully operated out of there for years and if that meant 5 point turns in the car park then that is no issue to the highway authority as long as the vehicle can enter and leave the site in a forward direction.

A revised parking plan is attached – demonstrating space for 3 vehicles and an adequate turning area behind each one

Removal of the potential for 3 or more delivery vans using the rear access every day has to be seen as beneficial.

There is more than adequate space for 3 or 4 staff vehicles to park on the highway if necessary; a point picked up on in the LHA response "...it is considered that there is some available on street parking within the vicinity of the site'

We have to assume that if the A1 shops were introduced again that the laybys would be permanently full of parked vehicles going to the shop; just as it used to be when the off-licence shop was open. By removing these vehicles from the equation there will naturally be space in the laybys for shop assistants to park if and when necessary. We are not suggesting that the laybys are designated as parking for the shops but that shop assistants/ customers can utilise the existing provision just as they would do in any village shopping area.

More importantly the traffic generated by the whole development will be significantly less than the potential from the existing permitted A1 usage. The reduction in traffic reduces danger to children / pedestrians, it reduces the traffic using the 90-degree bend in the road and just as importantly it significantly improves amenity for the local housing in proximity to the site who will benefit from reduced traffic noise, fumes and disturbance.

It is acknowledged that the cycle parking requirement is for 8 spaces; storage facility has been demonstrated on the revised plan to accommodate this requirement.

The proposed scheme results in allocated parking to the rear of the shops which is beneficial as it removes a number of shop owners/ assistants/ delivery vehicles from parking randomly in the area.

This results in no increase in vehicular usage of the substandard access.

There will be substantially less traffic generated by this proposal against the permitted A1 use

There is reduced danger to children and pedestrians, reduced danger to anyone using the highway (cars / cyclists) and greatly enhanced amenity to those living in close proximity to the site.

The LHA and planning department should take the opportunity to improve the overall situation and gain some control over future use of the site.

We therefore consider that there is no justifiable reason to object to the application on highway grounds