

- 1.4 A pre-application meeting was held with West Sussex County Council on 7th October 2020 and a formal pre-application response was received from West Sussex County Council, as attached at Appendix A.

Development Proposals and Trip Generation

- 1.5 The development proposals are for the change of use of land from agriculture to a storage site for up to 4 fairground rides for Nic and Ben's Entertainments (the applicant), who are travelling showmen.
- 1.6 The fairground rides are transported to various locations and don't always return to base when they are moved from venue to venue. It is in the applicants' interest to move the rides directly from one venue to the next so as to maximise revenue.
- 1.7 Any time that the fairground rides spend stored on the site amounts to time in which revenue is not being gained and is therefore undesirable.
- 1.8 The applicant has recorded data of the number of occasions their fairground rides have departed the site covering January 2017 to July 2020, as attached at Appendix B and summarised in Table 1.

Table 1: Summary of Annual Fairground Ride Movements

	2020	2019	2018	2017
January	0	0	0	0
February	0	0	0	0
March	0	0	0	0
April	0	1	0	0
May	0	1	1	2
June	0	3	3	4
July	0	3	4	2
August	-	3	2	3
September	-	3	2	2
October	-	0	1	2
November	-	1	1	3
December	-	2	2	2
Annual Fairground Ride Departures	0	17	16	20
Annual Fairground Ride Movements	0	26	24	30
4x4 movements arriving / departing unhitched before / after transporting fairground ride	0	26	24	30
Total Annual Vehicle Movements	0	52	48	60

- 1.9 As can be seen, the maximum number of fairground ride departures occurred in 2017 when there were 20 departures. As above, the fairground rides don't always return to base and are moved from venue to venue, therefore if it is assumed they return to base 50% of the time, this equates to a maximum of 30 fairground movements per year.
- 1.10 Making an allowance for a 4x4 to arrive or depart the site unhitched before or after transporting the fairground rides, this equates to a maximum of 60 total vehicle movements per year generated by the proposals.

- 1.11 The extant planning consent for the site is for agricultural use and the traffic generating characteristics of this were discussed during the pre-application meeting with West Sussex County Council. The pre-application response (Appendix A) states:

‘At the pre-application meeting it was discussed that the Local Highways Authority consider it reasonable that such a use could reasonably generate up to 3 two-way (6 one way) trips per day’.

- 1.12 If a five day working week is assumed, this equates to 252 working days per annum when accounting for bank holidays. Based on the above, this equates to 1,512 vehicle movements per annum that the extant use could generate.
- 1.13 The proposed annual movement of 60 vehicle movements would therefore result in a significant net reduction in annual vehicle movements at the site.
- 1.14 Even if variations in these movements were to be assumed, the proposals would still result in a significant net reduction in annual vehicle movements at the site.
- 1.15 Even if a lower number of extant vehicle movements were assumed, the proposals would still result in a significant net reduction in annual vehicle movements at the site.
- 1.16 This was agreed with West Sussex County Council during the pre-application meeting, from which their pre-application response (Appendix A) states:

‘...it would be extremely difficult to conclude this would be the case [an increase in trips over the existing use] if a planning condition is imposed whereby the site can only be used for the storage of 4 fairground rides.

Providing the Local Planning Authority are satisfied that such a restrictive condition meets the requirements of Paragraph 55 of the National Planning Policy Framework the Local Highways Authority would be minded to view that on balance it would be difficult to conclude that a material intensification of use would occur.

The Local Highways Authority is minded to conclude that such a condition would meet these requirements’.

‘Highways objection can only be raised where the proposal would have and an unacceptable impact on highway safety or result in ‘severe’ cumulative impacts on the operation of the highway network, contrary to Paragraph 109 of the National Planning Policy Framework. Taking the above into consideration the Local Highways Authority would not be minded to raise an objection to the proposed’.

Access

- 1.17 The planning history of the site has previously considered its access arrangements. This proposal does not propose any alterations to the access.

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- 1.18 The above sets out that the proposals would result in a significant net reduction in annual vehicle movements at the site. There is therefore no intensification of use of the access, as confirmed by West Sussex County Council in their pre-application response. Indeed, there would be a net benefit.
- 1.19 West Sussex County Councils pre-application response (Appendix A) discusses previous improvements offered to the site access as part of the site history and then goes on to state:
- ‘The Local Highways Authority would not be in a position to insist on these improvements if the applicant can demonstrate that an intensification of use will not occur. Based on the comments above there is a strong probability that the applicant will be able to put case forward that no intensification of use will occur’.
- 1.20 As set out above, there would be no intensification of use of the access. There would be a net benefit.
- 1.21 Highways England have previously commented on proposals at the site as part of the site history. Most recently, this has related to a potential relocation of the access to the north and subsequent visibility considerations for the Strategic Road Network (the A27).
- 1.22 Pre-application comments were received from Highways England for this proposed change of use of land from agriculture to a storage site for up to 4 fairground rides. The plans submitted to Highways England as part of the pre-application process were those as part of the site history and which included the access being relocated to the north. Therefore, Highways England's comments were consistent with their previous comments which related to the potential relocation of the access to the north and subsequent visibility considerations for the Strategic Road Network (the A27).
- 1.23 It is no longer proposed to relocate the access. As set out above, there would be no intensification of use of the access, therefore, there would be no impact upon the Strategic Road Network (the A27).
- 1.24 Notwithstanding the no intensification of use at the access, the applicant has recently undertaken improvements to the access by trimming hedgerow on Arundel Road and on the A27 and thus improving visibility.
- 1.25 In addition, a gated entrance has been installed and setback approximately 15m from the edge of carriageway from Arundel Road.
- 1.26 These recent improvements are shown on the images in Plates 1 to 4.

Plate 1: Recent Access Improvements – Hedgerow Trimming on Arundel Road



Plate 2: Recent Access Improvements – Hedgerow Trimming on A27

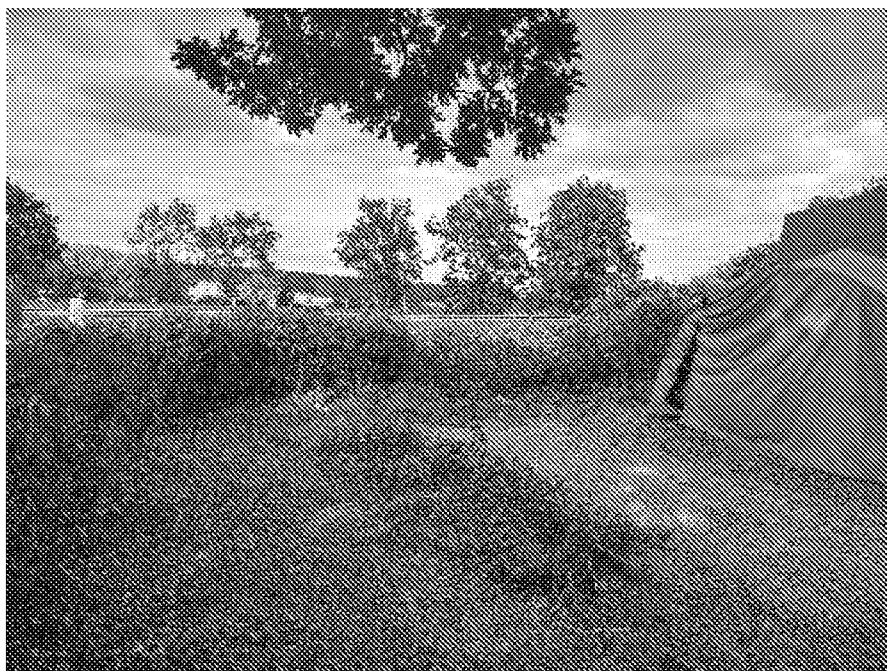


Plate 3: Recent Access Improvements – Gate and Setback from Carriageway



Plate 4: Gate Setback from Arundel Road



Access Geometries

- 1.27 To consider the movement of vehicles through the access, Swept Path Analyses have been undertaken of agricultural vehicles (the extant consent) and a 4x4 towing a fairground ride.
- 1.28 The Applicant has confirmed that the fairground ride transportation arrangements are approximately 7m, which is typical in size of a caravan. Appendix C therefore shows the ability of a 4x4 towing a fairground ride entering the site and parking and also departing the site in forward gear.
- 1.29 Appendix C also shows a tractor and trailer entering and departing through the access in forward gear.

Summary

- 1.30 This Technical Note has been prepared in support of a retrospective planning application for the change of use of land from agriculture to a storage site for up to 4 fairground rides on land known as Arundel Acre.
- 1.31 It sets out that there would be significant net reduction in annual vehicle movements generated at the site. There would therefore be no intensification of use of the access. Indeed, there would be a net benefit.
- 1.32 It is thus considered that there are no highway or transport reasons for not permitting the proposals.

Appendices

Appendix A – West Sussex County Council Pre-Application Response

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: RPS Group FAO: Joney Ramirez
FROM:	WSCC - Highways Authority
DATE:	7 October 2020
LOCATION:	Arundel Acre, Arundel Road, Angmering BN16 4EU
SUBJECT:	Internal Reference: PRE-046-20 Change of use of the land from agriculture to travelling show people site with associated storage barn, maintenance area, landscaping and infrastructure.
DATE OF SITE VISIT:	Virtual Meeting - 07/10/2020
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Highways Authority has been consulted for pre-application advice in regard to the proposed development at Arundel Acre, Arundel Road, Angmering.

The advice provided below has been prepared by using the information and plans submitted with this request, in conjunction with other available WSCC map information.

I refer to your consultation in respect of the above planning application and would provide the following site-specific comments.

This site has a complex planning history. Most recently application A/100/19 sought for the change of use of land from agriculture for 3 No. travelling show people plots (Sui Generis) with associated storage barn, maintenance area, landscaping & infrastructure and creations of new access with associated visibility splays.

Highways concerns were raised that while improvements were proposed to the visibility splays at the access point, the improvements were not to a point where visibility at the access would conform to current guidance and standards. In addition to this the principle of the proposal was that a material intensification use would occur at the site access point. The application was ultimately refused.

The current proposal seeks change of use to storage use but with a restriction that only 4 fairground rides can be stored on site at any one time. No residential element is proposed.

Trip Generation

At the planning stage the applicant would be advised provide details demonstrating a reasonable assessment for trip generation for the existing agricultural use.

At the pre-application meeting it was discussed that the Local Highways Authority consider it reasonable that such a use could reasonably generate up to 3 two-way (6 one way) trips per day.

Trip Generation Proposed

At the planning stage the applicant would be advised provide details demonstrating a reasonable assessment for trip generation for the proposed use (storage for up to 4 fairground rides).

The Local Highways Authority accepts that as a worst-case scenario each ride could leave and return to the site in any one day. In addition, a driver would need to arrive at the site and leave again once the ride is returned. Therefore, a worst-case scenario is established that the proposed use would generate up to 8 two-way (16 two way) trips per day.

However, the proposed use of the site is to be restricted to the storage of 4 'fairground' rides. By the very nature of this it is not unreasonable to come to a conclusion whereby the rides are moved out of the site but may not return for a number of days. This will significantly reduce the potential number of trips created and associated with the site on a weekly / monthly basis.

Intensification of use Conclusions

Given the above the Local Highways Authority is satisfied that, while as a worst case scenario the proposed use may generate an increase in trips over the existing use, it would be extremely difficult to conclude this would be the case if a planning condition is imposed whereby the site can only be used for the storage of 4 fairground rides.

Providing the Local Planning Authority are satisfied that such a restrictive condition meets the requirements of Paragraph 55 of the National Planning Policy Framework the Local Highways Authority would be minded to view that on balance it would be difficult to conclude that a material intensification of use would occur.

The Local Highways Authority is minded to conclude that such a condition would meet these requirements.

Highways objection can only be raised where the proposal would have and an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, contrary to Paragraph 109 of the National Planning Policy Framework. Taking the above into consideration the Local Highways Authority would not be minded to raise an objection to the proposed.

Visibility Primary Direction (North)

Plan JNY10317/01a details that the access will be relocated circa 9 metres to the north.

Plan JNY10317/01a details that an existing oak tree is within this splay, it is annotated that it will be removed. Even without removal a splay to the north of 2.4 x 25 metres can be provided. While the tree will be within the splay it has historically been established that a splay can be provided around the tree and the overall impact to the envelope of visibility is minimal.

The LHA accepts that a visibility splay of 25 metres is in accordance with the splay that would be required using the Manual for Streets stopping sight distance calculation coefficient for the previously recorded 85th percentile approaching road speeds at this

location, 20.1mph.

It is accepted that a visibility splay of 2.4 x 25 metres is achievable and would be considered an improvement against the existing situation, where visibility is extremely limited. The applicant should be aware that they would not be able to store any large items in the area where the splay crosses within the site.

Visibility Trailing Direction (South)

As previously assessed under A/111/17/PL & A/3/18/PL visibility in the trailing direction was extremely limited due to 3rd party land. The maximum available visibility was demonstrated as 2.0 x 8.2 metres, measured 1.0 metre into the carriageway. The LHA did not accept that a 2.0 metre 'X' distance should be used. Nevertheless, this would only equate to the stopping sight distance of an approach speed of 7 mph as per Manual for Streets stopping sight distance calculation coefficient.

The access relocation works result in a splay of 2.4 x 25.5 metres being provided. A splay of 30.1 metres can be achieved if a 2.0 metre 'X' distance is used. This is an improvement over and the existing situation.

As part of the pre app meeting RPS Group were satisfied that a red edge plan can be provided to ensure the splay is wholly contained within land under control of the applicant and that considered public highway.

The applicant has previously undertaken a speed survey for northbound traffic in this location. The 85th percentile vehicle speeds are recorded as 33.4 mph. This would equate a stopping sight distance of 50 metres using the Manual for Streets calculation coefficient.

The splay is still sub-standard compared to the Manual for Streets stopping sight distance calculation coefficient. However, the Local Highways Authority accepts that this is still a significant improvement to visibility in the trailing direction.

Visibility Conclusion

The Local Highways Authority is satisfied that improvements to visibility can be achieved by relocation the access point 9 metres to the north.

The Local Highways Authority would not be in a position to insist on these improvements if the applicant can demonstrate that an intensification of use will not occur. Based on the comments above there is a strong probability that the applicant will be able to put case forward that no intensification of use will occur.

In such an event these improvements would still be welcomed by the Local Highway Authority.

Vehicle Tracking

Plan JNY10317/02 demonstrates vehicle tracking of a car towing a trailer at the relocated access point. This shows the geometry of the access is suitable and such a vehicle can park and turn within the site. This plan is considered acceptable to the Local Highways Authority.

This plan should be submitted as part of any formal planning application. If the applicant decides to formalise the existing access point similar tracking plans representing that access location should be prepared.

Parking

An on-site parking provision should be detailed by the applicant at the planning stage. This should clearly demonstrate the parking spaces allocated for all 4 fairground rides and any associated parking required. Given the bespoke nature of the proposal justification should be provided for the quantity of any associated parking rather than applying a standard determined by a use class.

WSCC now expects all new commercial development to provide EV parking. The applicant should consider providing this in line with current WSCC guidance. If this is not achievable justification should be provided at the planning stage.

Further guidance on WSCC's approach to parking can be found here:

https://www.westsussex.gov.uk/media/1847/guidance_parking_res_dev.pdf

Other

It would be anticipated that the access works can take the form of a heavy-duty vehicle crossover. These works once approved would need to be implemented under licence to a specification obtained from WSCC Highways.

The applicant should give thought to the surfacing within the site, particularly beyond the back edge of the highway, within land under control of the applicant where a bound surface should be provided.

The Highway Authority would require the following documents to be submitted as part of any future application:

- A site location plan scale (1:1250) with site boundary indicated
- Schedule of existing uses including planning history with reference numbers
- Description, including site layout plans, of the proposed development and schedule of uses
- Summary of reasons supporting the site access/highways works proposals, including plan (scale 1:250 or similar) with achievable visibility splays indicated
- Reference to supporting national, regional, and local planning documents and policies
- Parking strategy, including provision of parking for all modes of transport
- Relevant data collected to date
- An assessment of existing and proposed trip rates (first principles approach seems the most appropriate)

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Ian Hayward
Planning Services

Appendix B – Records of Fairground Ride Movements

Arundel Acre movements log.

2020 Movements:

January: 0
February: 0
March: 0
April: 0
May: 0
June: 0
Total: 0

2019 Movements:

January: 0
February: 0
March: 0
April: 1
May: 1
June: 3
July: 3
August: 3
September: 3
October: 0
November: 1
December: 2
Total: 17

2018 Movements:

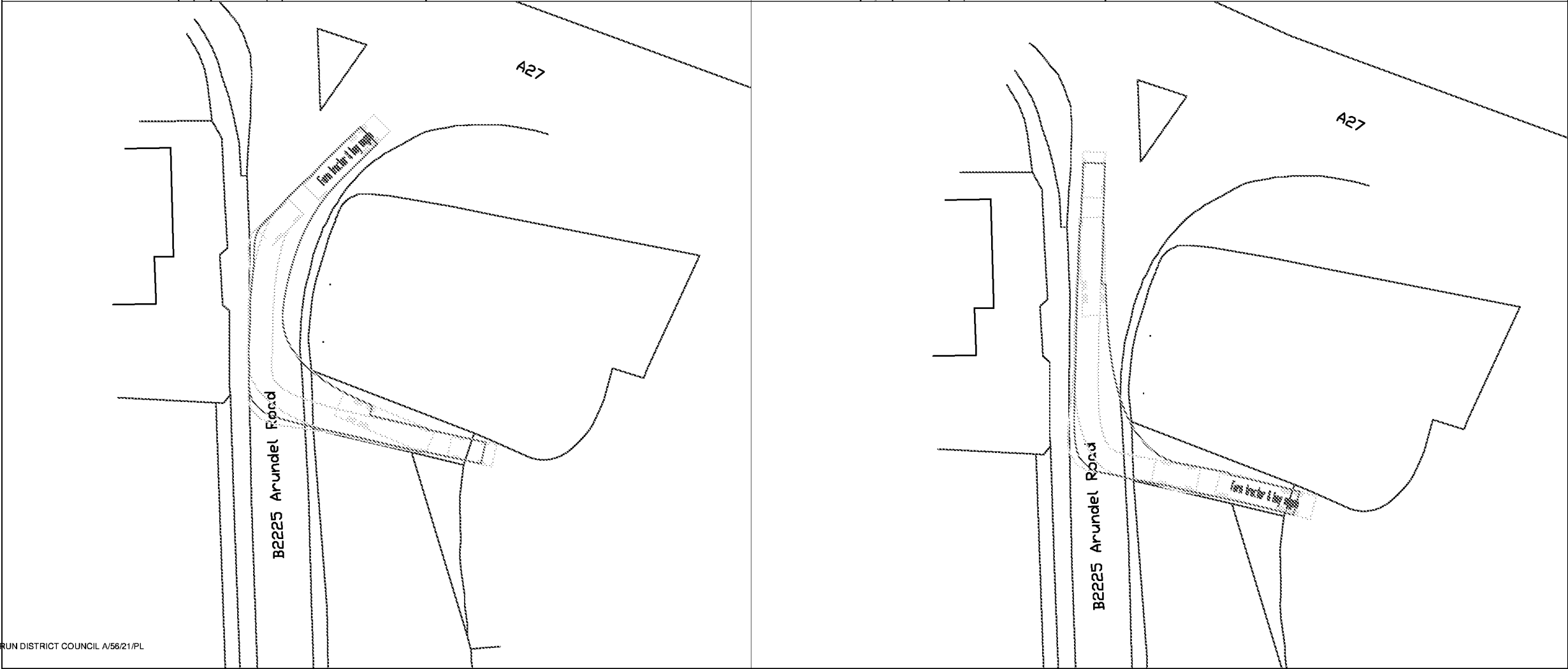
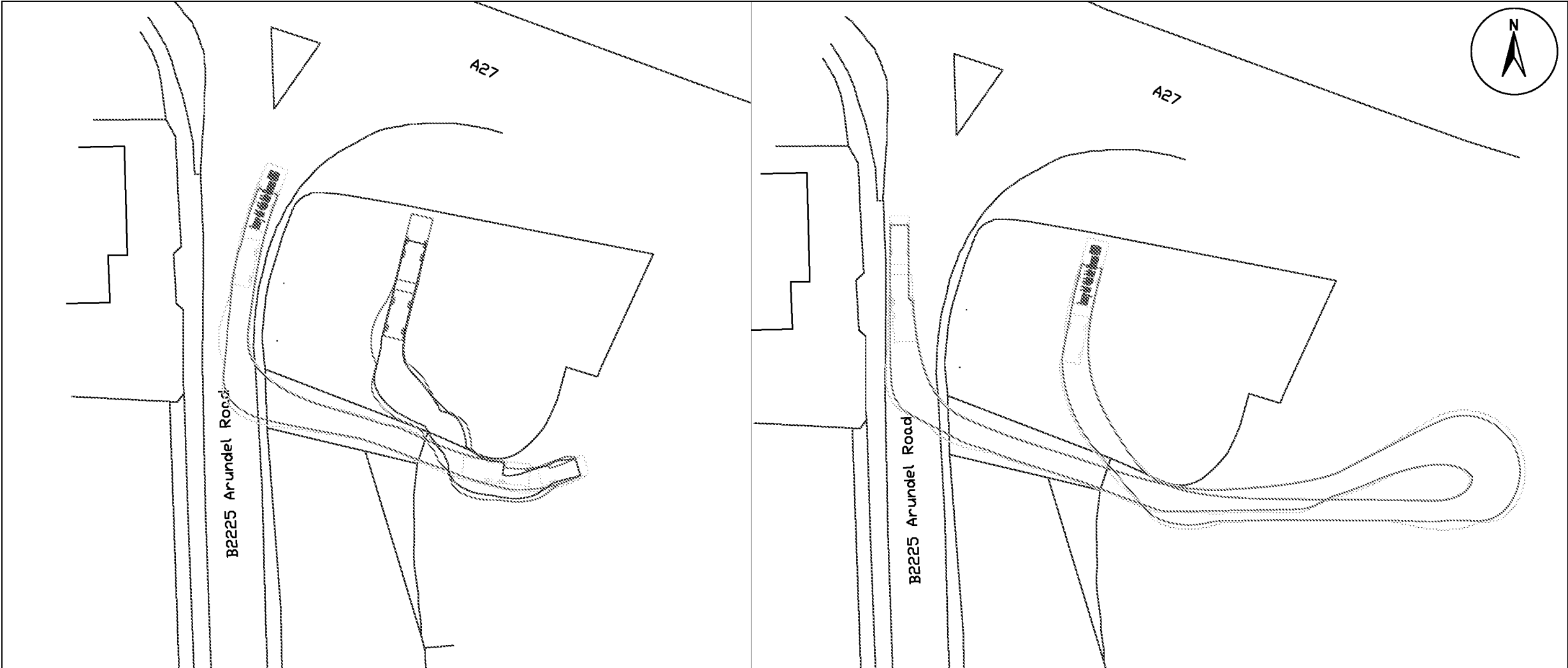
January: 0
February: 0
March: 0
April: 0
May: 1
June: 3
July: 4
August: 2
September: 2
October: 1
November: 1
December: 2
Total: 16

2017 Movements:

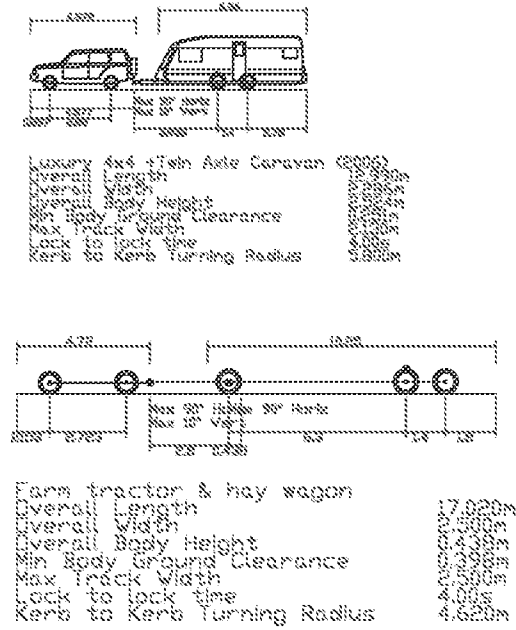
January: 0
February: 0
March: 0
April: 0
May: 2
June: 4
July: 2
August: 3
September: 2
October: 2
November: 3
December: 2
Total: 20

As travelling showmen we don't always return to base we move from venue to venue.

Appendix C – Swept Path Analyses



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- NOTES
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 2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
 3. This drawing is to be read in conjunction with all relevant scheme drawings.





MAKING
COMPLEX
EASY

Client

Nic & Ben's Entertainments

Project

ARUNDEL ACRE

Title

ACCESS LOCATION SWEEP
PATH ANALYSIS

Status

Drawn By
C MONTGOMERIE

PM/Checked by
D ARCHIBALD

Project Number

Scale @ A3

Date Created

JNY10317

10/03/2021

RPS Drawing/Figure Number

Rev

JNY10317/04

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