

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	24 June 2021
LOCATION:	Arundel Acre Arundel Road Angmering BN164EU
SUBJECT:	A/56/21/PL Change of Use of land from agricultural to storage site for up to 4 fairground rides, associated infrastructure (including MOT base) and erection of a storage shed. Amended certificate received. Updated swept path diagram JNY10317 -04 A
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

WSCC as the County Highway Authority, (CHA), consider each planning application on its own merits, and use guidance from the National Planning Policy Framework (NPPF), to identify if an application would create an unacceptable impact on highway safety, or if the residual cumulative impact on the road network would be severe. No Objection is raised, subject to any conditions.

Proposal

The site is a small piece of land within a larger agricultural site and proposes to change its use from agricultural use to (B8) storage. There is one point of access which is currently taken from Arundel Road, a 30mph residential road that connects to the A27, Strategic Road Network. This is owned by a third party (the landowner), and therefore any issues regarding access rights and ownership would need to be resolved outside of the planning process.

Existing Situation & Intensification of use

The site is currently used as a small holding and the applicant has undertaken pre-application advice (PRE-046-20) with WSCC to determine the number of trips associated with this use class.

In summary WSCC considered it reasonable to assume this land could generate 3 two-way trips per day under its existing use class. This has been compared to the proposal and initially it would seem the fairground rides could generate up to 8 two way movements in one day however; the nature of the business means often these rides are out 'on-site' at fairground locations for weeks at a time, and at times in the year not in operation at all.

WSCC also recommended that if the LPA conditioned the number of rides to be stored here, it would be difficult to conclude that a material intensification would occur.

Shared Access

The existing access provides access to other agricultural land not within the applicants control, nor does it form part of the application site. It is acknowledged that use of this access by agricultural vehicles will/can continue, but the impact of the change of use will not see an increase in vehicles using this access on a daily/yearly basis.

Visibility

When considering manual for streets standards for new developments, visibility splays of 2.4m x 43m in both directions are required. However, this is an existing site already in agricultural use, and does not form part of the application site.

Nevertheless, the landowner has improved this access, which was originally a historic farm track over the years and has now set this back from the edged of the highway and included gates. Whilst improvements to this access would be welcomed, given there will not be an intensification of use it is not something we can pursue given its existing use.

It is also acknowledged the applicant has been able to remove vegetation within their site boundary to the north, to improve this visibility splay, giving a better view of cars exiting the A27 travelling southbound.

WSCC would still recommend the LPA consider the use of a planning condition to restrict the number of rides stored here to 4, and rides should not be stored within the visibility splay on-site as to hinder the view of the northern splay.

Swept Paths

Plan JNY10317/04A shows the swept path of a car and caravan, and a farm tractor and hay wagon. These show both types of vehicle can enter and exit in forward gear, are able to make a turn on site and exit in forward gear. They are also able to pass the gates in situ freely.

Summary

The proposal will see a net reduction from 1512 trips a year to 60, and these will be seasonal in nature. WSCC have considered these trips and are satisfied they are representative of both the existing use and the proposed use. Visibility whilst still sub-standard has been improved by the applicant within their own boundary and swept path diagrams show the vehicles transporting the rides are able to use the site access safely.

When considering the NPPF this change would not create an unacceptable impact on highway safety, nor would the cumulative impact on the road network be considered severe.

As such WSCC raise No Objection, subject to confirmation

Alison Meeus
West Sussex County Council – Planning Services

