

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 29th August 2014

**FROM: Alison Meeus TO: Arun District Council
FAO: Mr S Davis**

SUBJECT: BE/89/14/PL - Continuation of use of 2 no parcels of land by Sussex Reclaim and Supplies Ltd for a temporary period of three years for the siting of a sales office portable cabin/unit and a storage yard.

Chalcroft Nurseries and Garden Centre, Chalcroft Lane, Bognor Regis, West Sussex

DATE OF SITE VISIT:

RECOMMENDATION:

**Advice
Objection**

**Modification
No Objection**

X

**More Information
Refusal**

X

S106 contribution total (see below for breakdown): £n/a

The proposal for a continuation of use of the land at Chalcroft Nurseries, by Sussex Reclaim and supplies ltd, has been considered by WSCC as the Local Highway Authority. WSCC raise no objection subject to any conditions attached.

The site is already in use, by Chalcroft Nurseries, and a recent planning application (BE/168/12) is currently being implemented for a larger car park to accommodate an increase to the existing showrooms and garden buildings. The combined uses of this site, and the traffic generated by these, have been considered in relation to highway safety and capacity.

The traffic coming into the site from the proposal is anticipated to be: 1 delivery a week by a small or large delivery vehicle, trips made by members of the public collecting smaller items from the sales office, and 1 HGV delivery a month. No information has been provided by the applicant on the number of trips expected to the sales office. Please can this be provided.

It is considered that most trips to the site will be linked with the garden centre; and the increase and formalisation to the existing parking area (as approved in planning application BE/168/12), would provide enough parking for any trips made by the public for sales collections.

The applicant anticipates there will be 8 deliveries out of the site per week, half being made by 7.5t Lorries and the other half by 3.5t Lorries. This equates to around 1 a day, but of course this could vary. Parking has been provided for 4 cars, 2 LGV's and 2 HGV's, and would accommodate the expected deliveries into and out of the site.

Local concern over the frequency of deliveries has been considered. Forward visibility into the site is good and the existing access to the site is wide enough for two cars to pass each other; but HGV's would need to wait either on the highway or inside the car park, should they happen to meet at the same time.

The LPA may wish to ask for more information of the timing of these deliveries, to avoid this as although the number of deliveries (on paper) does not highlight any concerns in terms of highway capacity, it could cause a highway safety issue if they are all entering/exiting at the same time.

Pedestrian links to the site are good, but there is no formal footway connecting into the site forcing pedestrians to walk in the road. Although this is not ideal it is not expected that there will be much pedestrian activity to/from the site as most trips to garden centres are made by car due to the nature of the goods purchased.

Visibility from the site access is achieved from the south; but it could be improved by moving the existing signage further back by 2.4m, to allow a clear visibility splay. To the north visibility is restricted by a brick wall and vegetation, which is outside of the applicant's control. An interrogation of the Road Traffic Collision and Casualty database indicates there has been one accident north of the existing access in the last three years; however this was slight and not associated with the junction.

In summary, the proposal is not it is not considered to have a material impact on the highway network, or generate any significant highway safety or capacity issues.

Alison Meeus
Strategic Planning