

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	11 June 2019
LOCATION:	Building at Hobbs New Barn, Gravetts Lane, Climping, BN17 5RE
SUBJECT:	CM/29/19/PD Notification for Prior Approval for the Change of Use of Agricultural Building to a flexible use within Shops, Financial and Professional Services, Restaurants and Cafes, Business, Storage or Distribution, Hotels, or Assembly or Leisure (Schedule 2, Part 3, Class R).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

This proposal is for prior approval for change of use from agriculture store to a flexible use, Class R under the current General Permitted Development Order (GDPO). The Local Highway Authority (LHA) is mindful that the GDPO allows change of use from agricultural building to a number of use classes; however the plans indicate that the proposed change of use will be from B1 Business to B8 Storage and Distribution and thus the application has been assessed on this basis.

The site is located on Gravetts Lane, an A-class arterial road linking Bognor Regis and Littlehampton. The LHA were previously consulted regarding highways matters for this site for application CM/11/14/PD, which raised no highways concerns in principle.

The existing access onto Gravetts Lane will be utilised. From an inspection of local and WSCC mapping the access appears to be provided with sufficient visibility onto the A259, in line with the minimum visibility splay requirements set out in Design Manual for Roads and Bridges (DMRB) for 60mph roads of 215 metres. An inspection of collision data provided to WSCC by Sussex Police from a period of the last 5 years reveals no recorded injury accidents resulting from road layout within the vicinity of the site. Therefore there is no evidence to suggest the access is operating unsafely.

The access also serves an industrial estate and the access is sufficient width for two HGVs to pass. Whilst the flexible change of use could allow the unit to be changed to a number of uses, the LHA considers that the access geometry and width is acceptable for a wide range of uses. Furthermore, no concern is raised in capacity terms considering the level of traffic which utilises the A259; additional trips are not considered to have a 'severe' impact in capacity terms.

Car parking will be at the north of the site. No details regarding number of parking spaces available were provided. Storage and distribution uses generally require fewer parking spaces than

business offices. WSCC parking standards indicate that 5 parking spaces may be provided for the site as use class B8, plus adequate lorry parking.

Whilst there appears to be sufficient room within the site curtilage for on-site parking the LHA note that Google Earth image provided under the previous application appeared to include a larger red edge curtilage area. Furthermore, it is unknown what the proposed B8 use will comprise and whether lorry parking will be required. Considering the flexibility that the proposed prior approval seeks, a number of other uses could be implemented and thus the LHA would advise that car parking is clearly marked out and formalised, including lorry parking. The Local Planning Authority (LPA) may wish to ask the applicant for this further information, or request via a suitably worded condition.

The LHA does not consider that the proposal would have 'severe' impact on the operation of the Highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

Kyran Schneider
West Sussex County Council – Planning Services