

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	17 November 2021
LOCATION:	Land adjacent to Church Farm Barn, Horsemere Green Lane, Climping, BN17 5QZ
SUBJECT:	CM/64/21/PL Use of land for Class B8 (Storage) for caravan storage. This application may affect the setting of listed buildings & is in CIL Zone 3 (Zero Rated) as other development.
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.

Summary

This proposal is for the change of use of land to Class B8, for the storage of caravans. The site is located on Horsemere Green Lane, an unclassified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

Content

The site will be accessed via the existing vehicular access on Horsemere Green Lane. From inspection of local mapping, there are no apparent visibility issues with the existing point of access on to the maintained highway.

This application has been supported by a Transport Statement, produced by GTA Civils & Transport. The Transport Statement has provided estimates on trip generation for the proposed development, using experience from similar sites and surveys undertaken in West Sussex. Given that caravans are unlikely to be accessed by customers more than three times per year, it is estimated that the site will generate approximately six vehicular trips per day. Considering this, the LHA does not anticipate that the proposals would give rise to a significant material intensification of movements to or from the site.

The site will accommodate up to 46 caravans, with provision for four car parking spaces. The LHA anticipates that four car parking spaces will be adequate for a development of this size. From inspection of the plans, the proposed parking bays are suitably sized and on-site turning for a car towing a caravan has been demonstrated via swept path tracking.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Kyran Schneider
West Sussex County Council – Planning Services