

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	29 September 2021
LOCATION:	Millwood House Littlehampton Road Worthing BN12 6PG
SUBJECT:	FG/138/21/PL Change of Use of land to open air storage (Class B8), including 12 equal sized open air storage yards, lighting and CCTV. This application is in CIL Zone 3 (zero rated) as other development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

The proposal to change the use of existing open unused land into 12 open air (B8) storage yards has been considered by WSCC as the County Highway Authority. No objection is raised subject to any conditions attached.

The site is currently accessed from a private access road from the A259 Littlehampton Road. This is a 50mph dual carriageway with vehicles travelling in an eastbound direction over two lanes. Visibility from the access is good and as there is only one direction of traffic all vehicles must make a right turn in, left turn out.

Where the access meets the public highway there is a clear wide forecourt in front of a set of existing gates. These are wide enough for a single vehicle to use. The dimensions of the forecourt as stated in the design and access statement are 7.2m in width and 13.1m from the edge of the carriageway to the gates. This could easily accommodate two cars or two LGV'S, or a combination. A fire appliance could also gain access but would require space to turn to exit in forward gear. The fire and water access team have been consulted and will provide comments separate to this application.

Using the WSCC highway boundary maps the public highway terminates 5m from the edge of the carriageway consistent with the existing tree line running along the edge of the road. Thereafter the road is privately maintained.

Forward visibility into the site from the A259 is slightly obscured by trees and vegetation; however, as the width and depth of the forecourt is ample, this would not cause any issues with vehicles overhanging the highway.

WSCC would be concerned if articulated heavy vehicles were using the access as it doesn't have enough depth between the carriageway and the existing gates to park off the highway safely. The LPA may wish to consider the use of a condition to restrict the use of any vehicles with a length of 13m or longer.

As this is a private un-made access the applicant could also consider making improvements to the access road which forms part of the application site should larger vehicles intend to use it. Signage could also be put up within the access road to advise drivers to give priority to vehicles entering off the A259.

Regardless of any improvements or changes WSCC would still require all vehicles to be able to enter, park and turn on site to exit in forward gear, which given the size of the storage area will need to be demonstrated with the use of swept path diagrams.

In terms of trips to the site, this will be an increase in use over what is currently occurring. The application form states whilst it's been vacant for some time the previous use was as a nursery.

As it is a small site, and well under 3000sqm there is no planning requirement for a transport assessment. Therefore, to understand any material capacity impacts WSCC has considered the likely trips associated with 12 open storage yards.

As there is no current data within the TRICS database for this type of use we have based our trips assuming a worst-case scenario. Assuming 2 trips per day per storage unit this equates to 24 two-way trips, 24 in the morning and 24 in the afternoon. On the assumption that 10% of all trips are in the AM/PM peak hours, this equates to 5 trips in the morning peak and 5 in the evening peak. Therefore the number of trips are not a material consideration.

In summary WSCC do not consider the proposed development would create an unacceptable impact on highway safety, nor that the residual cumulative impact on the road network would be severe provided longer vehicles are not used in the movement of storage items and swept path diagrams are provided to show that a LGV can use the space to turn and exit in forward gear.

Alison Meeus
West Sussex County Council – Planning Services

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,

- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.