

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr A Wood
FROM:	WSCC - Highways Authority
DATE:	17 October 2019
LOCATION:	Wicks Farm, Ford Lane, Ford, BN18 0DF
SUBJECT:	F/11/19/PL Construction of agricultural barn with flexible storage use (B8 Use Class) with ancillary office space.
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 Planning Services 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 the erection of an agricultural barn with flexible storage use (B8) with ancillary office space. The site is located on Ford Lane, a C-classified road subject to a speed limit of 40mph in this location.

The application is supported by a Planning and Design & Access statement. This indicates that the proposed site is currently utilised as open storage for the business currently operating out of the site - a landscaping and play equipment maintenance company. The construction of the proposed building will provide enclosed secure storage for agricultural machinery and general maintenance machinery associated with the landscaping business operations. The building will also provide ancillary office space to consolidate existing ancillary office space spread across multiple buildings. The existing buildings will be retained for use by the company. No additional staff will be employed as result of the proposal.

The Statement indicates that the number of vehicle movements to or from the site will not alter as result of this proposal. The applicant confirms that approximately 20 vehicle movements occur per day - these are visitor movements that occur throughout the day and are not anticipated to increase as result of the proposed B8 building. Four vehicles currently operate out of the site, and can travel on the public highway - this number will not increase as result of the proposal. Employee vehicle movements have not been quantified within the D&A statement, however, with no proposed increase in employee numbers, the LHA do not anticipate that this proposal would result in additional employee trips to or from the site. As such, the proposal is not anticipated to result in an intensification of use of the site.

Access to the site is via the existing vehicular access. No alterations to the access are proposed. Visibility appears sufficient for the anticipated road speeds in this location. Furthermore, an inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site as result of road layout. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the addition of a single dwelling would exacerbate an existing safety concern. Whilst the application indicates that this proposal would not result in an intensification of use of the existing site access, the applicant may wish to consider formalising the access to WSCC standards in order

to avoid damage to the public highway. This would be subject to a license from the WSCC Area Engineer and should be constructed to a specification agreed with them.

Parking arrangements are not anticipated to be affected by the proposal, and there remains sufficient space on site for vehicles to turn and exit onto the publicly maintained highway in a forward gear.

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 109), and that there are no transport grounds to resist the proposal.

Nicola Fry
West Sussex County Council – Planning Services