

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO:Andrew Wood
FROM:	WSCC - Highways Authority
DATE:	17 September 2019
LOCATION:	Unit 1 Bullocks Yard Ford Lane Ford BN18 0EF
SUBJECT:	F/12/19/PL Change of use from boat & marine leisure yachts manufacturer to vehicle MOT testing station. This application may affect the setting of a listed building. More information.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Proposal summary

The proposal is for the change of use of marine manufacturing to MOT test centre. The site is located on and accessed via Ford Lane which is a C classified road subject to a 40 mph Speed limit.

History

The Local Highway Authority (LHA) was consulted previously on this application and provided comments dated 23/05/2019 requesting the following details;

- Current a proposed trip rates,
- Maximum achievable visibility splays,
- Parking clarity.

Subsequently this more information has been provided.

Access

The applicant has demonstrated visibility splays. These however have been demonstrated on a plan that does not represent the road layout present outside the application site. Upon inspection of WSCC local mapping however; the LHA can determine that the proposed visibility of 140 metres to the East and 95 metres to the West can be achieved.

The Local Highway Authority (LHA) accepts that Marine Manufacture such as the one subject of this application have an established existing use. The applicant details this to be 4 trips per day. The LHA is minded to accept that such a use could theoretically generate more than 4 trips per day. The applicant details that the MOT Test centre use would generate circa 10 trips per day. Given the centre consist of 1 ramp this would be a reasonable estimate. Therefore on balance while the proposal would represent a small intensification of use based on the applicant's trip rates, the LHA is minded to accept that any intensification would be minor and not considered material.

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 collisions within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is currently operating unsafely.

Vehicle Parking

The applicant has failed to provide a clear scaled parking area on their plan. The applicant should clarify the number of spaces provided, with some justification taking into account the operational needs of the business. It is anticipated that an appropriate provision can be provided within the site. While this is likely not an overriding highway safety concern the LHA would request that all parking bays are demonstrated on a scaled plan. The applicant should be minded that a single bay parking space should measure a minimum of 2.4 x 4.8 metres or 3.0 x 6.0 metres for a single parallel parking space as per WSCC and manual for Streets (MfS) Guidance.

In the interests of sustainability and as result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Based upon current EV sales rates within West Sussex, active charging points should be provided for a minimum of 20% of all proposed off-street parking spaces. Ducting should be provided to the remaining 80% of parking spaces to provide 'passive' provision for these spaces to be upgraded in future. The applicant is advised that 1 active space should be provided. Any remaining should be passive EV parking spaces, in order to meet current WSCC Guidance and Arun Local Plan policy.

Conclusion

Whilst there are no overriding highway safety or capacity concerns with the proposal before me now, the applicant would be advised to modify the proposed parking provision.

We would be minded to accept such an amendment could be secured via planning condition, with accommodating plans to be submitted to and approved by the local planning authority. However given recent changes to the National Planning Policy Framework (NPPF) ideally this matter should be fully resolved by the applicant prior to determination.

Stephen Garrard
West Sussex County Council – Planning Services