

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr A Wood
FROM:	WSCC - Highways Authority
DATE:	2 April 2019
LOCATION:	Land Adjacent Station Cottages, Ford Road, Ford, BN18 0BH
SUBJECT:	F/9/19/PL Change the use of 1/2 the site area to a hard standing storage area.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	More Information
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 change of use of half of the existing agricultural field to a hardstanding area for storage use. The site is located on Ford Road, a C-classified road subject to a speed limit of 40mph in this location.

Access and visibility

The existing site access exits onto the junction of the existing private access with Ford Road. The applicant does not propose to alter the existing access width of the private access way.

The proposal for the change of use from agricultural field to storage (B8) use has the potential to result in intensification of use of the site. The applicant is requested to provide further details of the proposed use of the site, including details of what will be stored on site, including details of whether any staff will be employed on site, any welfare facilities for staff and the number of proposed metal containers.

The LHA would request details of the capacity impacts that the proposed usage will have on the adjoining Highway Network. Existing and anticipated vehicle movements to and from the site per day, for all uses of the access onto Ford Road should be provided. Trip data could be provided by the Trip Rate Information Computer System (TRICS) database. This is a nationally recognised database which provides a robust indication of the number of trips that various use classes will generate. The software has been used many times successfully at planning appeal. Alternatively, the applicant can provide robust data demonstrating existing and proposed anticipated trips.

The applicant has not provided visibility splays to support the intensification of use of the site. As Ford Road is subject to a speed limit of 40mph, Design Manual for Roads and Bridges (DMRB) TD9/93 is the appropriate standard in this location. This sets out a Stopping Sight Distance of 120m in each direction. Splays should be drawn from a distance of 2.4m back into the access to the nearside edge of the carriageway in each direction, or at an offset of 1m to represent the track of a vehicle. The splays should utilise land only within the control of the applicant, or within the highway boundary.

Site layout, parking and turning

The applicant has outlined that the storage use will include the storage of boats and caravans. The applicant is requested to demonstrate via swept path tracking that vehicles can enter and exit onto the public highway in each direction. It is noted that this access has the potential to be used for agricultural vehicles currently due to the existing agricultural use, however this is anticipated to be a less frequent use than that proposed.

The applicant proposes to erect a fence along the site boundary. The provided elevation plans do not indicate the height of the proposed fence, although from comparison to the proposed mound, this will be greater in height than 1.5m. The proposed fence appears to follow the site boundary and does not appear to encroach on highway boundary land. However, the applicant should be aware that the proposed fence positioned to the north of the site, abutting the edge of the junction with Ford Road, must not encroach upon highway land and must not obstruct any proposed visibility splays. The applicant should also take this proposed fence into consideration when demonstrating swept path tracking for vehicles entering and exiting the site.

The applicant is requested to provide a site layout plan indicating the location of proposed metal containers and any other buildings or structures on the site. A proposed parking layout plan should also be provided and details should be provided demonstrating that vehicles, including the largest anticipated vehicle, can turn on site and exit onto the public highway in a forward gear.

Conclusion

The applicant is requested to provide additional information as set out above, in order for the LHA to adequately assess the application. Please request the below information from the applicant and re-consult:

- further details of the proposed use of the site, as set out above
- TRICS assessment, or alternative robust data providing details of existing and anticipated vehicle movements at the access onto Ford Road for ALL existing activities.
- demonstration of visibility splays at the access onto Ford Road in accordance with DMRB standards.
- swept path tracking demonstrating that vehicles can enter and exit onto the public highway safely
- a site layout plan indicating the location and number of storage containers, any additional structures, parking spaces and turning area(s) including demonstration that the largest anticipated vehicle can turn on site.

Nicola Fry
West Sussex County Council – Planning Services