

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Andrew Wood
FROM:	Highways, WSCC
DATE:	14 th June 2018
LOCATION:	Castlevew Nursery, Old Mead Road, Lyminster, Littlehampton, West Sussex, BN17 7PU
SUBJECT:	LU/131/18/PL Erection of 2 No. new buildings for caravan/motorhome storage & self- storage in place of existing glasshouse & building approved under application LU/47/16/PL. This application is a Departure from the Development Plan.
RECOMMENDATION:	☐ Advice ☐ Objection ☐ Modification ☒ No Objection ☐ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£N/A

History/ Context

West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted on proposals for 2 x caravan/ motorhome storage buildings in place of glasshouse and building approved under LU/47/16 (to which the LHA was not consulted).

The LHA was most recently consulted for the site under application LU/231/17 for change of use of land to storage of caravans. The LHA did not raise any highway objections but advised that any further development at the site may be subject to a Transport Statement which details any impact on the nearby junction with the public highway. The proposed buildings will have a total floor area of 1280m². Department for Transport (DfT) withdrawn *Guidance on Transport Assessment* sets out that B8 storage proposals under 3000 sqm do not require a Transport Assessment/ Statement.

Access & Visibility

Old Mead Road is privately maintained. The nearest junction with the public highway is with Lyminster Road ('A' classified and subject to a 30 mph speed restriction in this location). From inspection of local and WSCC mapping, there appears to be no apparent visibility issue at the point of access onto Lyminster Road. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been four recorded injury accidents in the vicinity of the junction. However, from an inspection of accident data it is clear that this was not due to any defect with the junction.

No changes to the existing access routes into and within the site are proposed. From an inspection of the plans the existing access from the culmination of Old Meads Drive into the site does not appear wide enough to allow two cars to pass. The applicant may wish to consider widening this access route. Nevertheless, the LHA do not consider that a reverse manoeuvre on to the *public highway* would result and thus this is more a practicality consideration.

Internal Layout

Within the site there are certain points where the access route does not appear wide enough to allow two vehicles to pass. Again considering the nature of the storage facility with larger vehicles (caravans/ motorhomes) the applicant may wish to consider widening access routes to improve manoeuvrability on site. Again this would not cause a highway safety concern.

I note that 5 x parallel car parking bays have been provided to the east of building A for clients. Access to these would not allow for two cars to pass but the LHA consider that the nature of the storage facility would mean that a capacity issue within the site would not result. Furthermore, there are places where a car can wait for another to pass within the site and a highway safety concern would not be anticipated as a result of the internal layout design.

Capacity

The proposals will include ceasing of horticultural use at the site. The existing permission allows for up to 91 caravans to be stored along the south/ west/ north boundary of the site. The proposed buildings will be capable of accommodating 32 additional caravans (123 total).

The applicant has evidenced existing CCTV footage to estimate the proposed total vehicle trips to the site. On the basis that storers access the site 2 times per quarter (8 times a year) and a total of 123 caravans could be accommodated then a total of 984 trips total per year is estimated. The applicant has averaged this as 2.7 trips per day. The LHA would concur that this trip estimation would meet with the nature of the type of storage. The LPA may wish to secure a condition on this type of private storage being in place with any commercial storage proposed to be subject to its own capacity assessment.

Conclusion

In summary the LHA consider there is no evidence that the existing junction with Lyminster Road has been operating unsafely or that the proposed would exacerbate any existing safety concern or result in a capacity concern to the nearby road network. Paragraph 32 of the National Planning Policy Framework states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*. Consequently there is no highway safety or capacity grounds to resist the application.

Katie Kurek
West Sussex County Council – Planning Services