

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Stuart Corbey
FROM:	WSCC - Highways Authority
DATE:	21 March 2019
LOCATION:	Land at Watersmead Business Park Worthing Road Littlehampton BN17 6LS
SUBJECT:	LU/59/19/PL Installation of 5 No. 'vehicle-to-ground' lifts, HVAC plant units, a canopy cover over the associated service yard area for a temporary period of five years, installation of 3 No. level access doors, minor alterations to internal access road including widening works, creation of a new spur, provision of a pedestrian footbridge & associated lighting & drainage infrastructure provision.
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 application is for the installation of 5 No. 'vehicle-to-ground' lifts, HVAC plant units, a canopy cover over the associated service yard area for a temporary period of five years, installation of 3 No. level access doors, minor alterations to internal access road including widening works, creation of a new spur, provision of a pedestrian footbridge & associated lighting & drainage infrastructure provision. The site is located on Norway Lane, a privately maintained road, consequently these comments are advice only. Norway lane meets the public highway at the Body Shop Roundabout.

Access and Visibility

The plans indicate that no alterations to the existing Goods Vehicle access or the existing staff/visitor access are proposed. No alterations to the access onto the Body Shop Roundabout are proposed.

The Application form indicates that there will be no increase in floor space or increase in employee numbers as result of this application. Therefore this proposal is not anticipated to result in a material intensification of use of the site. Furthermore, the access onto the public highway currently serves this use and that of the Body Shop distribution centre; 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 the road layout. Therefore there is no evidence to suggest that the existing junction is operating unsafely or that this proposal would exacerbate an existing safety concern.

The LHA notes that the applicants' red edge on the site plan does not include the access to the west of Unit 3. The LPA should consider whether these access rights will remain in perpetuity.

Parking and turning

The plans indicate that a van storage/parking area will be provided to the north of the site, accommodating 72 vans. These spaces appear to be of sufficient size to accommodate a standard van. No alteration to the existing staff or visitor parking is proposed, with the exception of the addition of three disabled parking bays within the site, which appear to meet minimum specifications as set out in Manual for Streets (MfS).

The plans indicate that a one-way access route will be provided through-out the site to enable the loading/unloading of goods vehicles. The applicant has provided swept path tracking throughout the site, demonstrating the manoeuvrability of a 16.5m articulated vehicle. Whilst the plans do demonstrate that the proposal is workable, albeit narrow, the plans indicate that HGVs will be required to carry out a specific manoeuvre in order to successfully negotiate the north western and north eastern corners of the site. This may even require the driver to carry out a multi-point manoeuvre in order to successfully negotiate the turn. The swept path tracking indicates that the vehicle may bump the kerb although it is not clear from the drawing whether this is the wheels of the HGV, or the chassis of the vehicle overhanging the kerb. Whilst this is not anticipated to result in a highway safety concern, the applicant may wish to consider further widening these corners to facilitate the manoeuvre. The swept path tracking demonstrates that HGVs can safely manoeuvre into the proposed loading area, exiting the site in a forward gear.

The proposal also includes the construction of a pedestrian footbridge internal to the site, five Vehicle-to-ground lifts, HVAC plant units and a canopy over the service yard area. These are not anticipated to result in any safety concerns on the public highway.

Conclusion

The LHA does not consider that this proposal would have 'severe' impact 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.

If the LPA are minded to approve the application, the following condition should be applied:

Conditions

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Nicola Fry
West Sussex County Council – Planning Services