

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mrs A Gardner
FROM:	WSCC - Highways Authority
DATE:	10 August 2021
LOCATION:	Guernsey Farm Yapton Road Middleton-On-Sea PO22 6DY
SUBJECT:	M/99/21/PL Change of use of existing farm shop and agricultural buildings to light industrial (Class E(g)) and storage and distribution use (Class B8). This site is in CIL zone 5 (Zero Rated) as other development.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	

The Local Highway Authority (LHA) has been consulted on the above application, with regards to any highway safety or capacity aspects of the proposal. As a consultee to Arun District Council (ADC) these comments are based on the submitted planning documents on the planning portal, with the proposal in highway terms being considered against the National Planning Policy Framework (NPPF), paragraphs 110 – 113 as revised 20th July 2021.

Proposal

The proposal consists of an application for change of use. The site has an existing use as a farm shop and agricultural buildings. It is proposed to change the use class on the site to light industrial/storage and distribution. The existing use is a material planning consideration, in terms of existing/previous vehicle trips and type of vehicles accessing the site.

The site has an existing access onto Yapton Road. Yapton Road is a B class road (the B2132) with a speed limit of 30mph. Yapton Road has no height or width restrictions to restrict it's use by vehicles. From inspection of the local accident data there are no recorded incidents in relation to the existing access to the site that appears to have been in operation for many years.

Trip Generation

To provide an existing trip rate TRCIS has been used. Whilst there are no surveys for Farm Shops the Transport Consultant has used the subcategory 'Garden Centre', the LHA are satisfied that this would be the closet match to the existing use of the Farm Shop and would in fact provide a higher trip rate. This indicates that 117sqm of space could have produced around 22 two-way vehicle trips daily (07:00 – 19:00), with only 1 trip in the peak hours given the small scale of the farm shop.

In terms of the existing 746sqm of agricultural buildings it's difficult to determine the level of vehicle trips and this would of course be dependant on the time of the year with

varying levels of activity. The Transport Statement indicates that there would have been around 4 two-way trips per day, although there is no survey data to support this.

When combining these two elements of the existing site use there would be around 26 two-way movements per day, spread over the day, but with minimal AM and PM peak hour movements.

Proposed trip generation has been derived from TRICS also, with the previously named B1c land use known as light industrial land use used. Whilst no report has also been provided in relation to storage and distribution (B8), the LHA acknowledge that generally industrial use will produce a higher AM & PM peak hour trip rate than a B8 use, so are satisfied that the whole development has been accessed on the B1c use using TRICS.

Figure 4.2 in the Transport Statement indicates that the whole site may produce around 7 two way AM peak hour movements along with 1 HGV movement (totalling 8) and 5 PM peak hour movements. Concluding that there would be around 69 two-way movements to and from the site per day with 11 of those being by HGV's. In line with the WSCC Transport thresholds, no further junction or access capacity survey is required as there will be no more than 30 movements in any one hour across the day produced due to the development.

Figure 4.3 indicates net traffic impact. There will be an increase in traffic generation compared to the site's former use. Around +7 two way movements in the AM peak hour and +5 in the PM peak hour, which will not add significantly to any existing traffic on the local highway network to cause a severe impact or delay, as such is not contrary to the NPPF.

Access and Visibility

As stated above the existing access is established, the access is wide and would allow for the passing of two vehicles, so no vehicles are left in the highway waiting to enter causing an obstruction to the free flow of traffic.

Section 3.2.1 of the Transport Statement states that no articulated vehicles will visit the site and the largest expected vehicle will be a 7.5t panel van, however this cannot be guaranteed unless a vehicle size restriction condition was imposed on any grant of planning consent. The LHA would have no objection to a vehicle size restriction if the Local Planning Authority (LPA) considered it necessary and enforceable.

No vehicle tracking has been provided to demonstrate that access for all expected vehicles is achievable with no alterations being made to the existing access. Although the site does benefit from previous agricultural use and this would have involved large vehicles and trailers entering and exiting the site as well as visitors to the farm shop. As such there is no record of any accidents at the site access to evidence/demonstrate that this has caused a road safety issue.

With regards to visibility at the access the required splays would be 43m from a 2.4m setback in each direction, to comply with Manual for Streets guidance, on a road with a speed limit of 30pmh. The Transport Consultant has conducted a speed survey, although the LHA normally wish to see 7 consecutive days' worth of data to collect a robust set of data. Due to being damaged the survey only collected two weekdays worth of data that gave the 85th percentile speeds in both directions as 35.8mph, which would equate to 55.4m of visibility being required in each direction, which is achievable. Although having said that the LHA do not wish to see site access points being designed with excessive visibility splays to cater for motorists that choose to not drive within the posted speed limit. As Manual for Streets clearly states offering excessive amounts of visibility actually increases speeds and means drivers drive with less caution with excessive amounts of

visibility. Overall, the LHA are satisfied that visibility inline with the required splay of 43m is achievable and would raise no concerns to visibility splays at the access.

Accident data

Given the location of the site and the proximity to the A259 (Worms Lane/Yapton Road junction), the Transport Consultant has provided a comprehensive review of accident data in the Transport Statement. This concludes that 6 accidents are recorded on the police database in relation to this junction (in the vicinity); however, none of the accidents were reported to be as a result of any underlying road safety issues due to the condition or layout of the road. It is also noted that none of these incidents involved HGV's.

Parking

Arun District Council have their own parking standards. These indicate that 17 parking spaces should be provided for a B1 business use and 9 for a B8 use. As the site will form a mixed use and the B1 business use is more so to cater for office developments that have a higher trip rate than industrial/storage and distribution developments the applicant is proposing 13 on site parking spaces, this appears reasonable to the LHA. There appears to be space on the site to accommodate this and to ensure no over spill parking takes place on the highway, so in terms of parking the LHA would raise no concerns from a highway safety perspective.

In terms of cycle parking 8 spaces are proposed.

Site connectivity

In terms of site connection, the site has an almost direct route to the main A259. The site is also fronted by a footway to allow pedestrian access, with bus stops within a reasonable walking distance. There is also the opportunity for the site to be accessed by cycling using National Cycle Route 2 which is approximately 260m to the north of the site.

Conclusion

The Local Highway Authority does not consider that the proposal would have and 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. The following conditions should be applied to any grant of planning consent.

Conditions:

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Car parking space (details approved)

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

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Emma Avis (MCIHT) – Transport Planner
West Sussex County Council – Planning Services