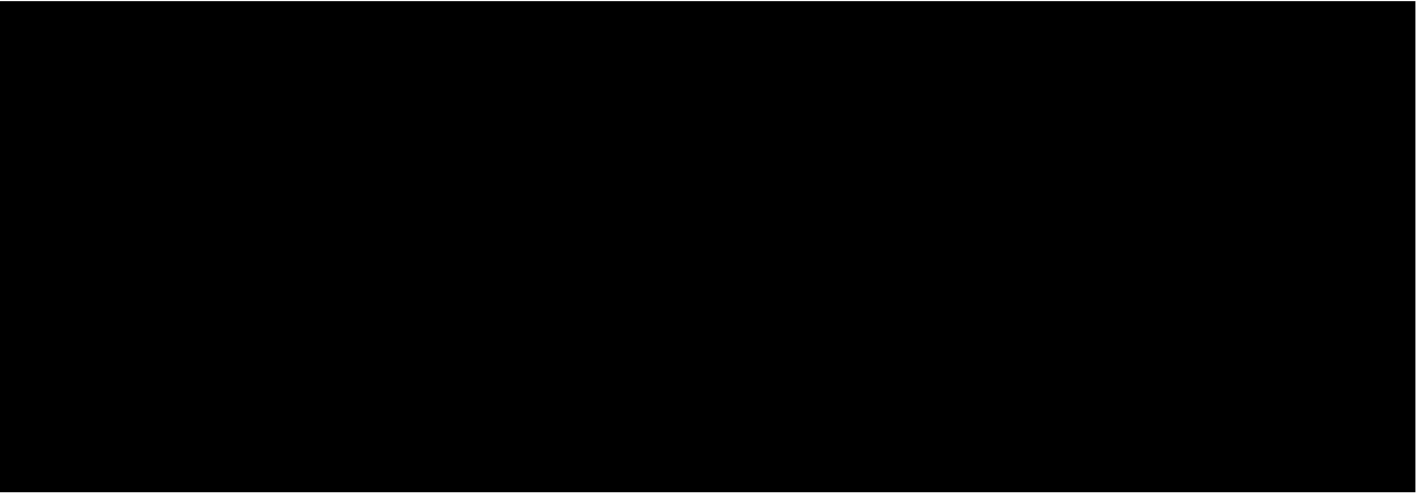




Sent: 25 November 2014 13:12

To: Planning.Responses

Cc: Derek Whittington; Simon Davis

Subject: Y/87/14 - Unit 4 Glebelands Farm, Yapton Road, Barnham, PO22 0NJ. WSCC highways and transport response dated 25th November 2014.

Dear Arun Planning Department,

Please find attached WSCC highways and transport report dated 25th November 2014 in response to the above planning application. This response is the second report from WSCC highways and follows submission and scrutiny of additional information from the applicant dated 24th November 2014.

Should anyone receiving this email wish to discuss the content, please do not hesitate to contact me.

Thank you.

Tim Townsend | Senior Planner, Planning Applications - Strategic Development, West Sussex County Council

Location: Ground floor Northleigh, County Hall, Chichester, PO19 1RH



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**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 25th November 2014

**FROM: Tim Townsend TO: Arun District Council
FAO: Simon Davis**

SUBJECT: Y/87/14 – Additional use of premises for MOT testing (B2 General Industry)

LOCATION: Unit 4 Glebelands Farm, Yapton Road, Barnham, PO22 0NJ

FURTHER INFORMATION RECEIVED.

DATE OF SITE VISIT: 19th November 2014

RECOMMENDATION:

Advice	☒	Modification	☐	More Information	☐
Objection	☐	No Objection	☒	Refusal	☐

S106 contribution total (see below for breakdown): £N/A

This is the second WSCC highways and transport response to the above planning application. It follows assessment of further information received from the applicant's agent dated 24th November 2014 (Peter Evans to Tim Townsend).

Summary position of Highway Authority.

No highway objection is raised to the proposal subject to appropriate conditions (see below for full details).

Site location and access.

The site is located approximately 1m west of Yapton Village. It has direct frontage to Yapton Road (B2233) which at this point is subject to a 40mph speed limit. Two accesses, in close proximity to one-another, serve the site. These lead into a largely open yard area with a large industrial-type building located in front of them. The remainder of the yard is covered in a selection of vehicles, agricultural machinery and some caravans/small outbuildings.

Road safety.

Personal injury accident (PIA) reports for the most recent 5 years have been interrogated. No PIAs have been recorded in close proximity to the access points.

Previous comments raised by the Highway Authority.

The Highway Authority asked for the following additional information. The text in red alongside sets out the applicant's reply to each:

1. The application description implies that more than an MOT station is sought – the applicant should provide a more detailed description of what is actually being applied for, including a description of all approved existing operations on-site. The planning application is to add an MOT station for cars and vans. The existing permission on-site is for the haulage, storage, car repairs etc. This is to continue alongside the MOT station.
2. In any event, that applicant should state the type of MOT station that would result if planning consent is granted – is it simply for cars/vans etc. or intended for larger vehicles (HGVs etc.) as well? For cars and vans only. The haulage element in the site description

refers to an existing Vehicle Operator's Licence (VOL) that exists on-site permitting specific HGV vehicles to operate from the site and is separate to the MOT business.

3. Please provide details of proposed vehicle types and sizes intending to use the site. Staff cars/vans, postal service cars/vans, parts deliveries cars/vans etc
4. What is the existing traffic generation of entire site on daily basis? Approx. 5-10 vehicles per day.
5. What is the expected proposed additional traffic to be generated by the site if planning consent is granted? Approx. 10-15 per day.

Conclusion.

Based on the information provided, the site could generate up to 30 additional movements per day (over and above that existing) if planning permission is granted. Given consideration of the accesses and their current and past safety record, the Highway Authority is satisfied that the use as described is acceptable from a highway point of view subject to the following conditions being attached to any consent:

1. The development, hereby permitted, should not commence until a plan has been submitted to and approved by the LPA showing parking for the MOT station. Once provided, this parking shall remain for MOT parking only.

Reason – To ensure that parking is provided in accordance with approved guidance and to prevent parking on the adjacent public highway.

2. Unless otherwise agreed in writing, the MOT use, hereby permitted, shall be for cars and vans only (no HGVs) and be restricted to Unit 4 only.

Reason – To ensure that vehicle types and associated activity with the use is controlled in order to minimise impact within the site and on the adjacent highway.

Tim Townsend
Strategic Planning