WEST SUSSEX COUNTY COUNCIL **DATE: 2/11/2016**
STRATEGIC PLANNING CONSULTATION

FROM: **Alison Meeus** **TO:** **Adur and Worthing District Council**
FAO: **Claire Pink**

SUBJECT: **1-3 Eastern Avenue, Shoreham-by-sea, West Sussex**

Provision of modular office building, external and internal alterations including new storage mezzanine floor to existing warehouse plus associated works in connection with self-storage.

RECOMMENDATION:

Advice		**Modification**		**More Information**	X
Objection		**No Objection**		**Refusal**	

The proposal to make alterations to the existing warehouse; and install a modular office on the site to provide a new self-storage warehouse has been considered by WSCC as the Local Highway Authority. No objection is raised subject to any conditions attached.

The site was previously used as a warehouse for a drink company's, and therefore only minor alterations are needed to make the site work as a self-storage facility. Car parking standards for B8 use is 12 spaces plus 1 space for each additional 100sqm over 240sqm. As the site will provide a total of 2,886sqm this equates to 38 car parking spaces.

The applicant has proposed 6 car parking spaces and 1 disabled space. This would seem to be lower than the expected demand for a general B8 use class however; as self-storage centres do not generate a high level of traffic the provision of 6 spaces is considered appropriate. To further ensure this is a realistic number WSCC has undertaken an interrogation of the TRICS national trip generation database. This database is used by councils all over the country and provides a database of trip analysis records for hundreds of sites.

The data sample chosen looked at samples of warehouse storage facilities within England, with varying sizes. The estimated trip rates during peak operating times were 5 trips in one hour. This is considered to be a reliable source of information and WSCC are satisfied with the car parking proposal.

There will also be a designated loading and un-loading area and gates will be installed to the front of the site to ensure the access is secure. The gate should be set back at least 5m from the edge of the carriageway to ensure a van can drive up to the access clear of the public highway. Cycle parking, although unlikely to be used given the use of the site, may be provided for staff if required.

Alison Meeus
Planner

Vehicle parking and turning
No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

CONSTRUCTION

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.

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.