WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	5 November 2021
LOCATION:	79 Marlborough Road Lancing Business Park Lancing West Sussex BN15 8UF
SUBJECT:	AWDM/1888/21 Retention of storage container to the rear (south) of industrial unit (retrospective).
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Site Context & History
The access onto the application site is located on Marlborough Road, a public maintained highway. The LHA would view said road to be set within an urban industrial setting and low trafficked.

The road is subject to a 30-mph speed limit. No current speed survey data is located within a reasonable distance of the access that would state otherwise.

As a result, the Local Highways Authority (LHA) will refer to Manual for Streets (MfS)as guidance.

Access
The applicant will utilise the existing access point and proposes no changes.

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 collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is currently operating unsafely.

With all the above considered, the LHA would not anticipate that the proposal would generate a highways safety concern at the /existing access.

Parking
The applicant has stated that the shipping container measures a total of 14.78 sqm.

Under WSCC parking guidance this would equate to 1 space.

The proposal will see the removal of 1 space from the existing 8 parking provision of the site.

Following the above the LHA believes that there will be a short fall of 2 parking spaces as a result of the proposal.

Experience has shown through other similar applications, that to substantiate that a shortfall of 2 car parking spaces could result in an unacceptable highway safety issue would be difficult to uphold. Therefore, the LHA does not consider this a justification for refusal on highways grounds.

It should also be noted that Traffic Regulation Orders (TRO's) are enforced in the surrounding areas, protecting roads that would not be deemed adequate to accommodate on street parking.

The LPA may wish to consider the amenity implications caused by a small increase in the on-street parking demand.

To summarise the LHA raises no concerns over the Vehicle Parking.

Conclusion
The LHA does not consider that this proposal would have 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 111), and that there are no transport grounds to resist the proposal.

Stephen Garrard
West Sussex County Council – Planning Services