

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 25/11/2009

**FROM: Jamie Brown TO: Arun District Council
FAO: S. Leeson**

SUBJECT: AL/114/09 -Proposed tourist units in redundant farm building - amendment to AL/92/08 (in lieu of the B1 use approved) - This application is a Departure from the Development Plan.

New House Farm, Norton Lane., Aldingbourne, West Sussex, PO20 3NH

CONSULTATION DATE: 13/11/2009

RECOMMENDATION:

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

S106 contribution: £ 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. As such the comments provided by Local Development 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.

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

Prior to my previous comments regarding stables at the site I do note that comments were also made by WSCC Highways in regards of AL/132/05 and the recommendation for refusal. Nevertheless it would appear that the prime concerns regarding that particular proposal were in respects of the B8 storage element and the potential for this use class to attract HGV traffic. As part of the current proposals, the B8 element has been removed, hence in principle there would be no great concerns with this proposal. It would be recommended by condition to limit the permitted use to B1 offices only as it would be inappropriate for any site uses to attract HGV traffic or similar to the site, notwithstanding the fact that the existing farm would attract large vehicles.

From inspection of the plans and map information available it would appear that adequate visibility is obtainable onto Norton Lane and that the existing access is of suitable width to enable two vehicles to pass. Norton Lane does connect with the A27 to the north. The A27 itself is a trunk road and not the responsibility of WSCC. It is possible that the Highways Agency may wish to comment on the proposals.

Based on the combined 540sqm of B1 space and with due consideration of the WSCC Parking Standards, a provision of 1 car parking space per 30msqm may be provided. Based on the 540sqm, therefore a maximum of 18 spaces may be provided. The provision of 12 spaces for the proposal would therefore be within the WSCC standards.

With regards to servicing the site the applicant should ensure they have adequate bin storage as this proposal could generate more waste than the previous usage. The constraints of the site do not permit the formation of a standard dimensioned turning head arrangement; hence a refuse or delivery vehicle would have to reverse either into or out of the site. Advice within Manual For Streets does suggest that a refuse vehicle should reverse no more than 12metres, but longer distance may be considered providing the route is straight and free from obstructions. The proposed access way would seem to meet this requirement, although it would seem appropriate for the waste collection authority to comment directly on this matter.

This site is located in a rural area where access to services and facilities including public transport is limited. Therefore occupants of the proposed tourist units will be mainly reliant on the car. This is contrary to policies promoting sustainability. However if the LPA feel there are other policies which outweigh the sustainability issues then there is no significant highway concerns with this proposal.

Jamie Brown
Local Development