

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 28th May 2014

**FROM: Alison Meeus TO: Arun District Council
FAO: Mr S Davis**

**SUBJECT: AL/26/14/PL - Change of use from 5 no. tourist units to 5No. residential units
(C3 Dwelling).**

**Easter Cottage, Norton Dairy, Cart Barn East Barn, Old Dairy Lane/Norton
Lane, Aldingbourne, West Sussex, PO20 3AF**

DATE OF SITE VISIT:

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £n/a

The proposal to change the use of the 5 existing dwellings from tourist units to residential units has been assessed by WSCC, as the Local Highway Authority. Considering the dwellings will be in occupation all year round there will be an intensification of use on the existing access. However; it is not considered that the additional vehicular trips associated with the residential units would cause any material capacity issues, or be detrimental to highway safety considering its rural nature.

The existing access to the cottages is located on Old Dairy Lane - a private road, and links into the existing highway network at Norton Lane a 20mph rural lane with a restricted width of 4.3m in places. This access shares its driveway with an existing dwelling, not part of this application, and is flanked by brick pillars; wide enough for one vehicle to enter/exit at a time. These are set back from the carriageway and space is available for cars to pull up into the access clear of the highway.

No details have been provided within the application showing the visibility splays that can be achieved. A desk top study of the access indicates that around 20-22m can be achieved to the nearside kerb to the south; and 60m to the north, set back 2.4m from the carriageway edge. Manual for streets recommend visibility splays of 2.4m x 23m for a 20mph road and it is considered that although visibility to the south is not as good as the northern splay, it is considered the location and nature of the road could accommodate this. An interrogation of the road traffic accident database for Norton Lane shows there have been no road traffic casualties or collisions within the last three years in the vicinity of this access onto the highway; and as such WSCC do not consider the change of use to have a detrimental impact on highway safety.

WSCC have also considered the additional trips that would be created from this change of use considering it would be an intensification of its current use as tourist accommodation. It is anticipated that a development of this size would attract 30 trips per day, which would equate to 3 trips in the am peak hour and 3 in the pm peak hour. With this in mind WSCC do not consider the additional trips would have a material capacity impact on the highway network.

The plans and drawings provided by the applicant indicate there will be car parking and cycle storage areas allocated. The plans submitted show 9 spaces although no indication has been given to the location of the visitor parking. A parking layout plan including the location of visitor parking should be submitted to the LPA indicating where the visitor spaces will be located in accordance with WSCC car parking standards for 9 allocated spaces and 2 visitor spaces.

The site is not considered to be in a sustainable location. There are no footpaths linking the development to local amenities. Due to its rural location it is most likely that residents would be dependent on the private car for most of their journeys. The site benefits from this by being located just south of the A27 and north of the B2233. However any other form of transport is not feasible as the nearest train station is Barnham, 4km to the east.

In summary, there will be an intensification of use at this access onto the highway network, and its rural location places a heavy reliance on the private car. However; the additional vehicle trips created would not cause a significant capacity impact or introduce highway safety issues, as such WSCC raise no objection. Please send the following information to satisfy our outstanding concerns:-

- 1) Visibility splays achieved set back 2.4m from the carriageway edge
- 2) Car parking allocation plan including visitor spaces
- 3) Turning area provided for cars and removal lorries
- 4) Refuse collection arrangements

Alison Meeus Strategic Planning

Visibility (details required)

No part of the development shall be first occupied until visibility splays of ____ metres by ____ metres have been provided at the proposed site vehicular access onto _____ in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

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.