

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	6 May 2020
LOCATION:	Hales Barn Farm, Arundel Road, Aldingbourne, BN18 0JX
SUBJECT:	AL/31/20/PD Notification for Prior Approval under Part 3, Class PA for change of use building (Class B1(c)) to 1 No dwelling (Class C3).
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This proposal is for the change of use from B1 use to C3 use. The site is located on Arundel Road.

Under the current General Permitted Development Order (GPDO), it is considered that the change use from office (B1) use to residential (C3) is permitted development subject first to prior approval being granted. As part of the prior approval process, there are a number of matters to be considered, including those relating to highways and transport. However, the GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic near the site.

Access for Hales Barn Farm is solely from the A27. Highways England is the authority for this road and is responsible for its maintenance. The Local Highways Authority (LHA) therefore advises that the Local Planning Authority (LPA) contact Highways England for further advice on the suitability of this proposal.

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 accidents within the vicinity of the site. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the change of use would exacerbate an existing safety concern.

The proposed parking provision of two parking spaces is anticipated to be sufficient for a dwelling of this size and location. In addition, the LHA appreciate the sustainable location of the site, situated within close proximity to local shops, bus services and a train station, and consider that there are viable options for sustainable modes of transport to reduce the reliance upon the private car. Furthermore, the LHA anticipate that the level of traffic generated by this proposal would not result in an increase over the potential traffic generated through the office use.

In principle, the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

If the Local Planning Authority is minded to approve the application, they may wish to condition cycle parking.

Stephen Garrard
West Sussex County Council – Planning Services