

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 30/07/2014

FROM: Chris Pratt

**TO: Arun District Council
FAO: Simon Davis**

SUBJECT: AL/47/14/PL - Change of use from agricultural land to provide 4 No permanent plots for travelling show people and a pony paddock. This application is a departure from the Development Plan.

Land at Aldingbourne Farn Shop, Nyton Road, Aldingbourne

RECOMMENDATION:

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

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 accessed from roads that do not form part of the Strategic Road Network (SRN). 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.

West Sussex County Council was consulted previously on Highway Matters for this location under planning application no.AL/119/10 and AL/92/10 to which no objections were raised.

The proposal is for the change of use from agricultural land to provide 4 permanent plots for travelling show people and a pony paddock, and the site will utilise an existing access point onto Nyton Road. From an inspection of the plans alone, there is no apparent visibility issue at the point of access and the most recently available verified accident records reveal there have been no personal injury accidents in the vicinity of the existing point of access.

As with my colleague's previous comments to AL/119/10 and AL/92/10, WSCC would request that the existing access is upgraded, with a heavy duty crossover and a level platform not exceeding a gradient of 1:30 for the first 10m into the site, measured from the nearside edge of carriageway. Furthermore, any gates at the site should also be set back 10m into the site.

No concerns would be raised to this application from a highways perspective.

**Chris Pratt
Strategic Planning**