

**WEST SUSSEX COUNTY COUNCIL
INFRASTRUCTURE CONSULTATION**

DATE: 18th February 2009

**FROM: Ian Gledhill TO: Arun District Council
FAO: Anita Gardner**

**SUBJECT: CL/1/09/ - Conversion of existing barns to 4 no commercial units (B1 use)
and single dwelling**

Longfurlong Barns Longfurlong Farm, Longfurlong, Clapham, West Sussex

CONSULTATION DATE: 12th February 2009

RECOMMENDATION:

**Advice
Objection**

X

**Modification
No Objection**

**More Information
Refusal**

TAD contribution: £

This proposal has been the subject of pre application discussions between the Applicant and the Highway Authority. Concerns were raised as part of these discussions regarding the level of achievable visibility onto the A280.

No information has been included as part of the current application detailing existing site uses or traffic generation. It would however appear that the buildings were used for agricultural purposes, but would not appear to have been used for any specific purpose for sometime. It is therefore anticipated that this proposal would result in a significant intensification of use of the site.

The site accesses directly onto the A280 Long Furlong, which has a speed limit of 60mph and provides an important function in linking the A27 and A24 allowing traffic to by pass Worthing. The A280 from Patching to Findon is recognised as a county road of strategic importance. The formation of a new access onto the A280 must therefore be designed with adequate visibility and access geometry. Under current guidance, visibility splays of 2.4 by 215metres would be required, or visibility splays demonstrated that are concurrent with the 85th percentile vehicle speeds as recorded by means of a 7 day traffic survey. The Applicant has failed to demonstrate that satisfactory standards of visibility are achievable from the access, particularly in the easterly direction.

Further to this the access itself should be designed in accordance with TD 41/95 of the Design Manual For Roads and Bridges. Specifically the access should be designed to accommodate the largest vehicle expected to visit the site (I anticipate this would be a refuse vehicle) and designed with sufficient kerb radii and taper to prevent a vehicle from over running the centre line when exiting. This does need to be further demonstrated.

Whilst I am aware of the requirements of PPS7 to encourage rural diversification and the reuse of agricultural buildings, it should be noted that the site is not sustainably located. There are no footways, no passenger transport facilities and traffic conditions are such that they would deter all but the most experienced of cyclists. It is therefore inevitable that the site would be accessed only by means of the private car. The redevelopment of the site would therefore conflict with policy DEV4 of the WSCC Structure Plan. The Planning Authority should give consideration to the sustainability of the site and consider on balance whether the reuse of the buildings outweigh the sustainability concerns.

In terms of car parking, the application form appears to state that 19 parking spaces are proposed. Only 15 spaces are shown on the drawing. In regards of the B1 use and under the WSCC Parking Standards, the proposed floor area of 342sqm would allow a maximum provision of 11 parking spaces. The provision of 13 spaces therefore exceeds this. The provision of 2 car parking spaces for the dwelling is within the parking standards.

Based on the submitted information, an objection would be raised for the following reasons,

The proposed access is unsatisfactory to serve the proposed development by reason of inadequate width and visibility in conflict with policies DEV4 of the WSCC Structure Plan and GEN7 of the Arun District Local Plan.

The formation and use of an additional access to the public highway (A280 Long Furlong) at this point would add to the hazards of highway users to an unacceptable degree in conflict with policies DEV4 of the WSCC Structure Plan and GEN7 of the Arun District Local Plan.

Ian Gledhill
Local Development