WEST SUSSEX COUNTY COUNCIL **DATE: 9 December 2010**
INFRASTRUCTURE CONSULTATION
Supplementary comments

FROM: **Matthew Bartle** **TO:** **Adur District Council**
FAO: **Peter Barnett**

SUBJECT: **ADC/0369/10 – change of use from B8 use to go-kart manufacturing, racing, etc**

Unit 2, Chartwell Road, Lancing BN15 8TU

CONSULTATION DATE: 4 October 2010

RECOMMENDATION:

Advice		**Modification**		**More Information**	
Objection		**No Objection**	X	**Refusal**	

The applicant has provided a transport assessment, outline travel plan and swept path analysis. From the plans provided and the description of the development in the planning statement it appears that the manufacturing element would be subsidiary to the go-kart racing element; however, for the purposes of the TAD calculation it has been assumed that manufacturing will use 20% of the floorspace ie 733sqm. This generates a TAD contribution to be requested of the applicant of **£9424.00**.

The transport statement gives detail of usage at one of the applicant's other operational sites. The potential trip attraction appears broadly equivalent to a possible industrial use of the site, with potential for more intensive use at evenings and weekends. It therefore appears that the impact on the surrounding highway network will be within acceptable limits. The parking provision proposed, while being significantly lower than that indicated by the county council's parking standards, appears adequate for the proposed use and has been justified within the transport assessment. Formal provision for loading and unloading of goods vehicles must be provided.

The travel plan indicates how car travel to and from the site could be minimised. In order to be acceptable to the county council the travel plan will need to include a nominated coordinator and a commitment to annual surveys, the results to be submitted to the county council's Travelwise team. A more developed plan will also be needed.

Conditions

PARKING AND TURNING

No new development shall be occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority) for maximum 42 cars/minimum (to be calculated by the applicant) cycles to be parked and for the loading and unloading of minimum one goods vehicle and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

CONSTRUCTION MANAGEMENT PLAN

No development shall start until a Construction Management Plan, to include details of:

Element 1: Public Safety, Amenity and Site Security
Element 2: Operating Hours, Noise and Vibration Controls
Element 3: Air and Dust Management
Element 4: Stormwater and Sediment Control
Element 5: Waste and Materials Re-use
Element 6: Traffic Management

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

REASONS

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

TRAVEL PLAN

Prior to the commencement of the development the applicant shall:

a) Submit for the written approval of the Local Planning Authority a Travel Plan in accordance with the aims and objectives of PPG13 (March 2001) and the Government White Paper (July 1998) and in general accordance with WSCC guidance on travel plans.

b) The applicant shall then implement the approved travel plan and thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

REASON

The above condition is required in recognition of Planning Policy Guidance Note 13 - Transport.

Matthew Bartle
Local Development