

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	22 October 2020
LOCATION:	Nyton Rest, Nyton Farm Shop, Nyton Road, Aldingbourne, PO20 3TU
SUBJECT:	AL/61/20/PL Continued use of land for agricultural workers accommodation for a temporary period of 2 years comprising 14 No chalets, low level lighting, retention of existing hardstanding, utilisation of existing individual foul treatment plants and existing permitted access, and associated works. This application falls in CIL Zone 3 (Zero Rated) as 'other development'. Amended site plan received.
RECOMMENDATION:	No Objection

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), has been re-consulted on proposals for continued use of land as agricultural workers accommodation. In comments dated 24 August 2020 the LHA requested further information in respect to total workers accommodated on site and how many private car and minibus movements are expected daily. Additional information and a revised site plan have been provided, to which the LHA wish to make the following comments.

Content

Two of the chalets will be for showpeople, responsible for management of the site and there appears to be sufficient space for car parking associated with this use. The remaining chalets are for workers and have 3-bedrooms each. It is envisioned that a significant proportion of the chalets will be occupied by 2 x people maximum, as they will not be occupied by families or children. On the basis of 6 x chalets occupied by 2 persons each and 3 x chalets occupied by 3 persons each, a maximum of 30 workers would be anticipated to be accommodated on site.

It has also been clarified that workers are unlikely to have a private car and thus the majority of trips are expected by minibus travelling to/from place of work. The previously mentioned car parking spaces are therefore not required and 4 x visitor spaces have been provided.

A minibus drop off/pick up point has been indicated. It is anticipated that this will have capacity for 17 x workers and thus to accommodate all workers a maximum of 2 x minibus movements in AM and 2 x movements in PM are expected (daily). Whilst some additional trips would be expected (visitors to residents and shopping trips via the minibus) these are not anticipated to result in an unacceptable level of traffic generation to the nearby road network.

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application it is advised that the car parking and turning is secured via condition. They may also wish to secure a level of bicycle parking for workers, if considered appropriate.

Katie Kurek
West Sussex County Council – Planning Services