

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	10 February 2022
LOCATION:	The Cottage Shripney Road Bognor Regis PO22 9PA
SUBJECT:	BE/176/21/PL Demolition of existing dwelling and ancillary outbuildings and erection of a 66-bedroom care home with associated access, parking and landscaping. This site is in CIL Zone 3 (Zero Rated) as other development & is a Departure from the Development Plan. Amended Visibility Plans and New Footway Plan received on 4th Feb 2022.
DATE OF SITE VISIT:	Location known to Officer
RECOMMENDATION:	Advice / No Objection
S106 CONTRIBUTION TOTAL:	

The Local Highway Authority (LHA) has been consulted on the above application, with regards to any highway safety or capacity aspects of the proposal. As a consultee to Arun District Council (ADC) these comments are based on the submitted planning documents on the planning portal, with the proposal in highway terms being considered against the National Planning Policy Framework (NPPF) as revised 20 July 2021.

Site History

The LHA has previously provided comments on several applications at this site. The most relevant in terms of highway matters being BE/63/17 and BE/69/19. Both were for residential development of the site. The 2019 application was granted permission at appeal for up to 31 dwellings, using the access as proposed and approved for the 2017 application. Access design, visibility splays, and a pedestrian crossing point to the south of the new access was approved.

The provision of a footway at the site frontage leading towards The Robin Hood pub was also approved. This was a last-minute addition to the application after a site visit with the Members of the Planning Committee at the time, in early 2019. The LHA were not consulted on this addition, and as such this addition was approved but did not form part of the Road Safety Audit (RSA) for the site access arrangements.

Proposal

The latest proposal is for a 66-bedroom care home with 25 unallocated parking spaces and a drop off lay-by within the site boundary. 4 of the parking spaces will be disabled parking spaces, with two of these providing electrical vehicle charging points. The proposal will utilise the approved access design as previously assessed.

Access/ Visibility/ Trip Generation

The Transport Statement (TS) has compared the previous trip rates used from TRICS for the residential scheme against a new TRICS report for the care home use. Table 5.3 in the TS concludes that the net impact would be a less intensive use, when compared to a standard residential housing scheme like permitted previously.

5.8 The net impact on vehicular movements associated with the redevelopment of the site are set out in Table 5.3.

Time Period	Consented Scheme 31 Dwellings	Proposed Scheme 66-bed Care Home	Net Change
	Two-Way	Two-Way	Two-Way
AM Peak (08.00-09.00)	17	7	-10
PM Peak (17.00-18.00)	17	6	-11
Daily (07.00-19.00)	150	71	-79

Table 5.3: Net Impact

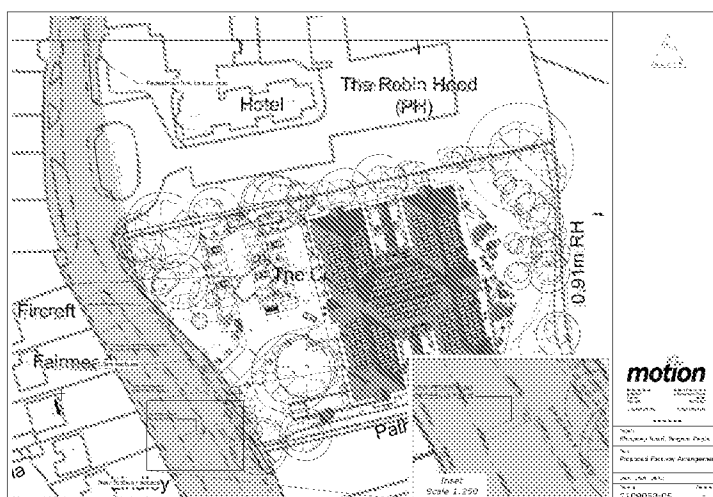
As the proposal would be less intensive than that previously approved there would be no requirement for changes to the access design. Access and visibility will remain as approved, and this will be acceptable to serve the proposal.

Pedestrian Access/ Connectivity

In terms of pedestrian access the previously approved pedestrian crossing is proposed as part of this application with no changes.

In light of the late addition of the footway to the frontage of the site running north in the original application, the LHA have been in contact with the Transport Consultant and Developer. We have negotiated for a full provision of footway and dropped kerbs/tactile paving to be provided across the front of the site and now leading all the way to the bus stop outside The Robin Hood pub, so a continuous provision is provided, which will also benefit existing/future residents and visitors by providing provision on the eastern side of the A29 all the way to the bus stop.

The proposed footway arrangement is shown on drawing no: 2109058-05 (extract below). This provision has not been Safety Audited. Although the LHA have reviewed the detail and would not expect there to be any major concerns in relation to its provision. The footway proposals will be subject to a combined Stage 1 & 2 RSA at detailed design stage.



Parking/ Servicing Arrangements

Arun DC and WSCC have no specific standards for care home parking/cycling provisions. A site-specific assessment based on travel Plan and specific operational needs is generally used. The TS under section 4.10 & 4.11 (extract below) demonstrates that parking has been assessed using the parking accumulation analysis in TRICS for sites comparable to

the proposed use. The provision of 25 spaces seems a little excessive given the parking accumulation data, such a level may encourage single occupancy car use, rather than encouraging sustainable travel options.

4.10 It is anticipated that the majority of the car parking spaces proposed will be used by visitors to the care home. Parking accumulation analysis, within Appendix B, using the TRICS data presented within Section 5, indicates an average parking accumulation of 8 vehicles, thus the provision of 25 spaces is sufficient to accommodate demand.

4.11 In addition, cycle parking will be provided within the car parking area for use by visitors and staff.

A Travel Plan (TP) has been provided with this application. This has been sent to our Travel Plan Team for review, comments will follow shortly. The TP can be conditioned. WSCC charge for the monitoring of TPs, as such a Travel Plan Monitoring fee of £3,500 will need to be secured via a s106 agreement for this application.

Tracking has been provided to demonstrate that a refuge vehicle can enter via the approved access, turn on site given the new layout and exit in forward gear.

Conclusion

The LHA 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 111), and that there are no transport grounds to resist the proposal.

- The following conditions should be applied to any grant of planning consent made by the Local Planning Authority (LPA).
- A Travel Plan Monitoring fee as detailed above needs to be secured under a s106 agreement.
- And the proposed/agreed new footway provision at the site frontage, running all the way to the bus stop, as well as the previous pedestrian crossing provision shown on drawing no: 2109058-05 needs to be secured via a condition and delivered prior to occupation under a s278 agreement with WSCC Implementation Team. A combined Stage 1/2 RSA will be required at the s278 agreement stage to cover the footway provision that has not yet been audited.

Conditions:

Access/ Visibility

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawings 2109058-05, 2109058-06 & 2109058-07

Reason: In the interests of road safety.

Pedestrian access improvements

No part of the development shall be first occupied until such time as the pedestrian access improvements serving the development as detailed on drawing 2109058-05 have been constructed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Vehicle parking and turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Informative:

Works within the Highway (s278 agreement) – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [REDACTED] to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Emma Avis (MCIHT) – Senior Transport Planner
West Sussex County Council – Planning Service