

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Maria Tomalova
FROM:	WSCC - Highways Authority
DATE:	5 October 2020
LOCATION:	Former Royal Bay Care Home, 86 Aldwick Road, Bognor Regis, PO21 2PE
SUBJECT:	BR/213/20/PL Temporary change of use from Care Home (C2) to temporary accommodation for seasonal agricultural workers for 12-month period (re-submission following BR/138/20/PL). This application is in CIL Zone 4 (Zero Rated) as 'other development'
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

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 Strategic Planning 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.

Summary

This proposal is for the temporary change of use from Care Home (C2 Use) to accommodation for seasonal agricultural workers for a 12-month period. The site is located on Aldwick Road, a B-classified road subject to a speed restriction of 30 mph in this location.

WSCC in its role as Local Highway Authority (LHA) previously provided comments regarding highway matters for this site under application BR/138/20/PL. The LHA requested more information from the applicant. The planning authority refused this application.

Access and Visibility

The applicant proposes to utilise the existing access on Aldwick Road for this development. There are no apparent visibility issues at the point of access onto the maintained highway. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

In terms of vehicular movements, the applicant has submitted a Transport Statement that includes a robust assessment of trip generation, supported by TRICS data. For the existing C2 use, the data states that the site would generate 86 two-way daily movements. For the proposed use, TRICS data could not be used due to the nature of the proposed development. However, the Transport Statement outlines an assessment of the anticipated movements to produce an estimate of the expected trip generation. This suggests an estimate of 67-79 two-way daily movements for the proposed use. Having read the reasoning for this estimate outlined in the Transport Statement, the LHA is satisfied with the data and does not anticipate that the proposal would give rise to an intensification of movements, compared with that of the existing C2 use.

Parking and Turning

The applicant has demonstrated an existing vehicular parking provision of 13 car parking spaces. Given the nature of the proposed change of use, the LHA accepts the notion that many of the residents are likely to utilise minibus transport to travel to and from work, reducing the need for a private car. In addition to this, the applicant has stated that there is space on-site for additional ad-hoc parking if required. Given the site is situated in a sustainable location within walking distance of amenities and public transport links, the LHA is satisfied that the existing parking provision will be sufficient for the proposed use.

In the event that overspill parking was to occur on the maintained highway, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be considered detrimental to highway safety.

From inspection of the plans and local mapping, there appears to be sufficient space for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear.

The LHA does advise the applicant to consider the inclusion of cycle parking provision. The inclusion of secure and covered cycle parking facilities will help promote the use of sustainable alternative modes of transport to the private car.

Conclusion

The LHA does not consider that this 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.

Kyran Schneider
West Sussex County Council – Planning Services