

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council - FAO: Harry Chalk
FROM:	WSCC – Highways Authority
DATE:	28 May 2025
LOCATION:	Newbarn Garage 65-67 Aldwick Road Bognor Regis PO21 2NW
SUBJECT:	BR/65/25/PL Change of use of existing car showroom to a self-storage unit, including the change of use of an attached ground-floor retail unit to associated office space. Extension and replacement of the existing showroom warehouse building to incorporate a first-floor and conversion of existing rear single storey extension, of the main warehouse building, to additional office space. This application is in CIL Zone 4 (Zero Rated) as other development.
RECOMMENDATION:	No Objection

Site Context

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for change of use from car showroom to self-storage facility and associated office space (1000sqm self storage with 150sqm ancillary space/office space plus 80sqm start-up office space). The application is supported by drawings and documents including a Transport Statement (TS).

Aldwick Road is B classified, subject to 30mph and surrounding uses are commercial/ retail outlets typical of a High Street. There is an extended vehicle crossover (dropped kerb) that provides access to hardstanding parking of vehicles for sale. An additional vehicle access to the rear (via Stocker Road) by way of dropped kerb crossover and narrow access drive leading to 3 x parking spaces.

LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been recorded injury incidents in vicinity of site frontage. However, from an inspection of accident data it is clear that this was not due to any defect with the road layout/site access.

There are a wide range of facilities and amenities within walking and cycling distance via street lit footways and zebra crossing on Aldwick Road. The nearest bus stops are within 20m with service between Chichester and Bognor. The train station is 16 min walk/ 4 min cycle thus could be an option for some staff to travel via sustainable/active modes.

Trip Generation

TRICs estimates car showroom could generate 25 trips in AM and 19 in PM peak hours. In comparison, the storage and office space could generate between 3-4 trips in both AM and PM peak hours respectively. It is therefore demonstrated that a reduction in trips could occur and with removal of car sales on hardstanding less manoeuvring to/from highway as result of this.

Parking

WSCC Guidance has been referred to, however as the site is in Arun, the ARUN SPD which is adopted guidance should be used, however this reflects standards in WSCC guidance. This stipulates that a B8 storage use should provide 1 car space per 100sqm and 1 cycle space per 500sqm for staff and 1 cycle space per 1000sqm for visitors. On this basis 10 car spaces and 3 cycle spaces required. For office 1 car space per 30sqm and 1 cycle space per 150sqm for staff and 1 cycle space per 500sqm for visitors. On this basis 2.6 car spaces +1 cycle space required. Thus total demand for up to 13 car and 4 cycle spaces.

A total 9 x car spaces and 3 x cycle spaces proposed. Whilst car parking is short of demand by 4 x spaces the LHA are mindful of the accessible location and type of storage facility proposed, balanced

against estimated trip generation, the car parking provision is deemed acceptable. LHA note that bicycle storage facility actually shows provision for 6 x cycles, this should be secured by condition.

The 6 x spaces within the building show sufficient space to manoeuvre and exit to the public highway in forward gear. It is presumed that customers will be aware of limited space on site and inability to access with longer/trailer vehicles though the LPA may wish to query this with the applicant.

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 115), and that there are no transport grounds to resist the proposal.

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plans.

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

Construction plant and materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

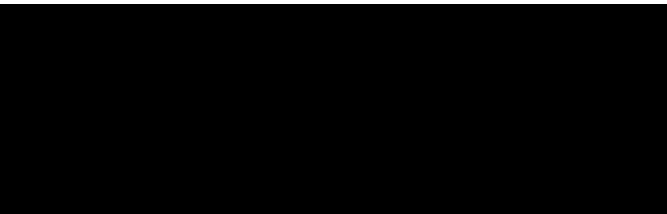
Reason: To avoid undue congestion of the site and consequent obstruction to access.

Katie Kurek

West Sussex County Council – Planning Services

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WSCC Highways response



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From: Katie Kurek [REDACTED]
Sent: 28 May 2025 12:15
To: Planning.Responses <Planning.Responses@arun.gov.uk>; Harry Chalk <Harry.Chalk@arun.gov.uk>
Subject: Response To Application Number BR/65/25/PL at Newbarn Garage

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