

25th November 2019

SLR Ref: 402.06594.00008

Planning Application Reference: M/80/19/PL

Whom It May Concern,

**RE: LAND WEST OF YAPTON ROAD, MIDDLETON-ON-SEA
PROPOSED CARE HOME DEVELOPMENT**

Following submission of the planning application to construct a new care home (use class C2) on land at the former poultry farm west of Yapton Road, Middleton-on-Sea, this letter seeks to provide clarification and reassurance that the proposed car park would be sufficient to accommodate the level of demand which could be generated by the proposals.

1. PROPOSALS SUMMARY

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, landscaping and parking. A new site access will provide access from Silver Birch Drive for all vehicles, pedestrians and cyclists.

The proposals will provide 29no. car parking spaces of which 2no. would be designed and allocated for disabled users. In addition, three spaces will be provided for powered two wheeled vehicles. Covered cycle parking will be located close to the main building entrance providing space for 6no. cycles.

2. CONCERNS

Stakeholder concerns relate to the potential for car parking overspill onto the public highway. There is concern that this could lead to the intensification of on-street parking demand in the locality which could lead to highway operation and safety issues.

3. CAR PARKING STANDARDS

Parking guidance for the proposed scheme is provided within the 'West Sussex County Council Guidance on Parking at New Developments' dated August 2019.

There are no specific car parking standards for C2 development within the document. The requirements should therefore be determined on a development specific need basis based on the principles of the parking guidance.

Further to the above, the previous parking standards has been reviewed. These were the "Revised County Parking Standards and Transport Contributions Methodology – Supplementary Planning Guidance adopted by West Sussex County Council November 2003" available on the West Sussex County Council website.

The previous standards required:

- 1no. car space for every 20 residents or increment of up to 20 residents;
- 1no. car space for visitors at the ratio of 1 space for 8 residents or increments of up to 8 residents;
- additional car space for staff based on a rate of 1 space per 5 residents; and

- space for service vehicles as required.

Based on the above standards, parking requirements should be determined on a development specific need basis in consideration of forecast parking demand, the local highway conditions and sustainable transport objectives.

4. FORECAST CAR PARK DEMAND

The level of car parking demand has been determined based on experience working on many care home schemes which has included the study of various existing new build sites where trends and patterns have been observed. SLR has been able to establish the following:

- Care home residents will be elderly/infirm and not have their own motor vehicles;
- Car parks essentially operate as staff car parks with occasional use by visiting relatives;
- Visitors will be infrequent and unlikely to occur at staff shift changeover periods when staff parking demand would be at its peak;
- Owing to the shift-work nature of employment, car parks are in use 24 hours per day;
- Shift changes do not result in a mass influx then mass exodus of staff. It occurs gradually across a 30 minute period of comings and goings;
- Parking for ambulance/minibus and servicing/delivery is required; and
- Typically, only 50% of employees drive directly to work, others use alternative means of transport or car share.

The proposed care home is likely to employ around 50 staff (full time equivalent), comprising circa 65 individual jobs). The majority of staff at the care home will operate according with the following shifts:

- Morning - 08:00 - 14:00hrs;
- Afternoon - 14:00 - 20:00hrs; and
- Night - 20:00 - 08:00hrs.

Additionally, there will be a few staff members who will work what is considered to be typical daytime hours of 09:00 -1730hrs.

It is likely that there would be no more than 20 to 25 staff on site at any one time.

If 50% of these drove separately, this would result in a peak demand of 20 to 25 parking spaces during the afternoon shift change over, if they were all on site at once. This is considered to be worst case as the reality is that shift changes occur gradually across a 30 minute period of comings and goings.

5. SERVICING AND DELIVERIES

The proposed care home will generate servicing and delivery trips. This is likely to generate up to 6no. two-way trips daily.

Servicing and delivery trips will be scheduled and managed to ensure that no more than one of these is on-site at a time.

A servicing and delivery area has been included in the design to ensure that these trips can be undertaken safely and not impact the operation of the site.

6. PARKING PROPOSALS

Based on the expired car parking standards it would have been recommended that a maximum of 23 car parking spaces would be required, with disabled parking and provision for service vehicles.

However, the new guidelines indicate that the level of car parking provision should be determined based on development specific factors in consideration of forecast parking demand, the local transport conditions and sustainable transport objectives.

In consideration of the site's reasonable level of public transport accessibility and that car parking overspill onto the highway should be avoided, the proposals seek to provide **29 car parking spaces** of which 2 would be designed and allocated for disabled users.

This level of provision would comfortably accommodate the forecast level of peak car parking demand which would occur during afternoon shift changeover.

In addition, three spaces will be provided for powered two-wheeled vehicles and covered cycle parking will be located close to the main building entrance providing space for 6no. cycles. The car park also provides an area for servicing and deliveries.

7. TRAVEL PLAN

The proposed care home would be supported by a Travel Plan which, alongside promoting sustainable transport, would include car park monitoring and management measures.

8. CONCLUSION

In consideration of the site's reasonable level of public transport accessibility and that car parking overspill onto the highway should be avoided, the proposal seeks to provide **29 car parking spaces** of which 2 would be designed and allocated for disabled users.

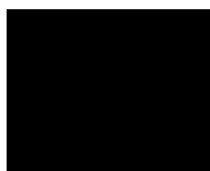
In the unlikely event that there is temporary parking overspill onto the public highway, this would most likely occur during the working day at afternoon shift change, when many local residents would be out and unaffected. In this scenario, action would be taken within the Travel Plan to prevent any future car parking overspill.

On the basis of the above, it is considered that the methodology used to determine an appropriate level of car parking for the proposal is consistent with the parking guidelines/standards and utilises credible end-user specific reasoning. SLR is therefore satisfied that the proposed level of car parking would be acceptable.

CLOSURE

I trust you find the above statement to be of assistance; if you require any further information please do not hesitate to contact me.

Yours sincerely
SLR Consulting Limited



Adam Turner
 Principal – Highways & Transportation Planning