

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Mr S Davis
FROM:	WSCC - Highways Authority
DATE:	31 May 2019
LOCATION:	Nyton House Residential Home Nyton Road Chichester PO20 3UL
SUBJECT:	AL/42/19/PL Construction of a 10 No. bedroom dementia unit on the grounds of Nyton House Care Home. This application affects the setting of a listed building.
DATE OF SITE VISIT:	
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	£ N/A

Summary

The applicant is proposing to construct a 10 No. bedroom dementia unit on the grounds of Nyton House Care Home.

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the junction with the public highway, onto Nyton Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed additional units would exacerbate an existing safety concern.

Access

The existing access arrangement is proposed to be retained for this use and has functioned with no known highways safety concerns. The access is a 10m bellmouth access arrangement and serves the existing care home, several residential dwellings and a farm. The access road takes the form of a 5m wide route which allows sufficient space for vehicles to pass should conflict arise.

Swept path diagrams have been provided outlining that service vehicles would be able to manoeuvre within the site to exit onto Nyton Road in a forwards gear.

Parking

The proposal generates ten additional units over the existing. WSCC adopted standards outline that 1 car space for every 20 residents, 1 car space for visitors at the ratio of 1 space for 8 resident's, additional car space for staff based on a rate of one space per five residents is sufficient. Space for service vehicles are to be provided as required. Currently there is capacity for 20 residents within the care home. Using the standards as above, this generates the requirement for (rounded to the nearest whole number) 7 spaces. This is provided within the curtilage of the site.

The new proposed additional rooms alter this provision to 11.5 (rounded to 12) parking spaces. The applicant has provided 14 parking spaces to serve the development which therefore exceeds the standard.

On Street parking would not be anticipated to occur along the B2233 Nyton Road as the road does not lend itself to on street parking. Overspill parking would likely happen within the site if at all.

Sufficient space has been allocated to the rear of each parking space to facilitate a 90 degree turn and the parking spaces are created to the appropriate dimensions at 2.4 x 4.8m as stated within WSCC Guidance.

Sustainability

Although the site is not linked to a pedestrian footway there are alternative sustainable transport measures that can be taken to reduce the reliance on the use of a car. Sustainable alternatives are accommodated for within the site, secure and covered cycle storage is available and will be positioned within the the garage along the northern boundary. This offers an alternative means of transportation to the use of a car. Barnham railway station is a ten minute cycle from the site and busses also operate along Nyton Road.

Refuse Collection

Refuse and recycling will be collected from within the site, the layout allows a turn on site to be facilitated and this appears a workable solution. I advise that the applicant approaches the district waste and recycling authorities to confirm the acceptability of this arrangement.

Capacity and Trip Generation

The proposal is anticipated to result in a greater demand for parking in this location, however it is not expected that this intensification would give rise to a highway safety issue. Nursing homes are not normally associated with significant traffic volumes especially during the peak hours of traffic movement. The Transport Assessment provided alongside this proposal outlines that there will be 7 additional movements within the AM peak and 1 additional movement within the PM peak. It is anticipated that 42 additional movements will be generated by the development per day which raises the overall movements for the care home/dementia units from 80 to 122. 4 commercial deliveries arrive per day and this would be anticipated to continue to serve this use.

The applicant has also outlined the shift schedule for this proposal, this shows that 12 members of staff will be working 8am-2pm, 8 members of staff will be working 2pm - 8pm and 4 members of staff will work 8pm-8am. The shift changes occur outside of the network peak hours.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 109), 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

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 included 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.

Jodie Wilkes

West Sussex County Council – Planning Services