

FROM: Emma Waters (Mrs)

**TO: Arun District Council
FAO: Mr S Davis**

SUBJECT: EG/57/16/PL

DESCRIPTION: Medical centre with pharmacy retail unit & other ancillary uses together with access onto Barnham Road & associated car parking. This application is a Departure from the Development Plan.

SITE: Land adjacent to the Croft Practice, Barnham Road, Eastergate, PO20 3RP

RECOMMENDATION:

Advice	☒	Modification	☒	More Information	☒
Objection	☐	No Objection	☐	Refusal	☐

Site Context/Background

The LHA has previously been consulted on this site under planning reference EG/67/09, which was for outline planning consent only with only matters of access and layout assessed. The LHA were also consulted on application EG/75/12 for a renewal of the previous unimplemented outline permission. The LHA raised no highway safety concerns to either of these applications. The LHA would reiterate that these applications were for outline planning rather than full planning permission as the above application is.

There is an existing surgery on the immediately adjoining site. This proposal is replacing this with a larger medical centre, onsite parking provision plus an improved access off Barnham Road. The planning documents indicate that the scheme proposed under this application is unchanged from the scheme submitted under the two previous planning submissions.

Trip Generation/ Highway Capacity

The information submitted does not detail existing floor area or staff numbers. A direct comparison between the existing and that proposed is not possible. However, it is acknowledged that the surgery will provide a larger facility, and consequently it would be expected that there would be an inevitable increase in vehicle movements. The existing surgery generates a number of movements spread throughout the day, and the additional number of movements from the proposed surgery would not be expected to have a material impact on the local highway network. It is not considered that the proposal would give rise to more than 30 trips in any one hour and as such no formal junction capacity assessments would be required.

It is not expected that this proposal would give rise to any trip generation or capacity issue that would be considered severe.

Access/Visibility

The proposed site has an existing vehicular access/crossover that presently serves a staff car parking area. This access is to be upgraded to a bellmouth with appropriate kerb radii. No plan has been provided to demonstrate how the access will work or how

it relates to the overall site access arrangements. A scaled plan detailing the access works needs to be submitted to be assessed. Visibility splays of 43m in each direction from a 2.4m setback should also be demonstrated.

Road Safety Audit (Stage 1)

There has been no audit submitted with this application. A development of this size would require a Stage 1 Road Safety Audit in line with the WSCC Safety Audit Adopted Policy.

Parking

There are known parking problems that have resulted from the use of the existing surgery at peak times. It is understood this was a driving factor behind the provision of the additional 15 spaces for staff.

The WSCC Parking Standards for medical surgeries are detailed and are based on the number of practitioners, the number of consulting rooms, and admin/office space. The proposed provision of 56 spaces falls short given the requirements of the WSCC Parking Standards.

It is noted that section 5.07 of the Design & Access Statement indicates that the 28 parking spaces to the south of the building will be for visitors to the surgery, whilst the 26 spaces (including 7 disabled spaces) to the north of the building will be mostly for staff. This will also serve as overspill for the front car park should the practice experience higher than anticipated levels of visitors. Given that the existing surgery provides 28 spaces for patients and a separate staff car park with 15 spaces, the LHA are concerned that the combined number of parking space for visitors and staff as proposed will be insufficient given the increase in size of the building and consulting rooms. There would be more people visiting the site and more staff to operate the surgery. The LHA would advise that given the known access and parking issues of the current surgery the applicant submits a revised parking strategy, taking on board the standards referred to under the WSCC Parking Standards.

It is understood that there would be some essential car users, for which car parking should be provided. There is the opportunity to encourage less car dependency for those staff that are not essential users, and thus increase car parking capacity for patients. While cycle parking is to be provided, the provision of unrestricted car parking for staff would encourage car use and not promote the use of sustainable transport. This would conflict with current sustainable transport policies. The LHA would request that a Staff Travel Plan is submitted.

Refuse/delivery vehicles

A dedicated turning head has been shown at the end of the access road. This appears small and there doesn't appear to be any barriers to stop parking occurring on the site access road in this location to make sure this area is kept clear for large vehicles to turn at all times.

It is also not clear what type of vehicle has been used on the tracking diagrams. The LHA would request that revised tracking is provided to demonstrate that a large refuse truck could turn on site to exit onto the highway in forward gear.

Tracking should also be provided to demonstrate that the proposed access off Barnham Road could accommodate two passing vehicles and a refuse truck entering and exiting the site safely.

Conclusion

The LHA would require the following documentation to be submitted to allow a full assessment of the proposal to be carried out:

- A scaled plan demonstrating appropriate visibility splays
- A scaled plan demonstrating access arrangements to the site (to include how the footways would link in with the existing footway network)
- Road Safety Audit (stage 1) to cover all access arrangements, which must include the auditor's comments relating to the proposed changes to signalise the Fathrings Hill Roundabout.
- Staff Travel Plan
- Revised parking strategy
- Revised vehicle tracking diagrams

Based on the information submitted, the applicant has not demonstrated that the proposal meets paragraph 32 of the NPPF. The LHA could not support the current application and would request the following information is submitted. Please re-consult once this further information is received.

Emma Waters – Assistant Planner
County Highways