

**WEST SUSSEX COUNTY COUNCIL
PLANNING SERVICES CONSULTATION**

DATE: 22/12/2017

FROM: Jodie Wilkes

**TO: Arun District Council
FAO: Ross Leal**

SUBJECT: R/267/17/PL- 2 storey block of 6 No Flats comprising of 4 No. 2 bed & 2 No. 1 bed flats.

Rustington Hall Nursing Home, Station Road, Rustington, West Sussex, BN16 3AY

RECOMMENDATION:

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

S106 contribution total (see below for breakdown): £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 Local Development 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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

The applicant is proposing to erect 4x 2 bed flats and 2 x 1 bed residential flats on land at Rustington Hall Nursing Home. The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last three years. There have been no recorded injury accidents at the junction with the public highway; onto Station Road There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Access and Parking

There are no initial concerns with the indicative layout. The existing access and access road are due to be retained and used as a shared surface arrangement. This is considered suitable as this will be a low speed, low traffic environment. The parking allocation is in accordance with the demand from the WSCC PDC (Parking Demand Calculator). The County Parking Standards outline that a single space per 2 residential units is sufficient to serve a residential development such as this, with the inclusion of a single space for staff. From checking this and based on the proposed mix and tenure of the units, the car parking provision is anticipated to satisfy the likely demands. Parking spaces should measure 2.4m x 4.8m in order to adequately serve an average sized vehicle. Disabled parking bays should be clearly posted and include a 1.2m marked out hatched space between bays. The parking area will be re-aligned from the current arrangement which will improve internal layout and use of space for parking.

Footpath

A minimum footpath width of 1.5m is proposed within the site to allow access to the rear of the development and to link with the existing footway network. This provision is in line with

the recommended footway width as set out in the Inclusive Mobility Guidance and allows a wheelchair user and ambulant person to stand side by side whilst using the path.

Capacity

There are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact and not be contrary to Paragraph 32 of the NPPF.

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. Whilst the LHA acknowledge that there will be a difference in the pattern of traffic movements, it is not considered that there will be a material increase in traffic movements over the existing use. In addition there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact and not be contrary to Paragraph 32 of the NPPF.

Refuse collection

Refuse bins will be collected from the communal area to the north-east of the building within the site. There appears space for refuse vehicles to turn within the site and it is anticipated that this is an existing practise for the Care Home. The applicant should approach the Waste and Recycling disposal authorities to organise these arrangements.

Construction

Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Station Road. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Station Road in light of the carriageway width and presence of other vulnerable road users.

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 32), and that there are no transport grounds to resist the proposal. Should the LPA be minded to approve this proposal, the following should be sealed via condition.

Conditions

Internal Arrangements

No part of the development shall be first occupied until the road(s), footways, and parking areas serving the development have been constructed, surfaced and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

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.

Jodie Wilkes
Planning Services