WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Anita Gardner
FROM:	WSCC - Highways Authority
DATE:	23 December 2021
LOCATION:	Rustington Manor Hotel And Restaurant 12 Broadmark Lane Rustington BN16 2HH
SUBJECT:	R/291/21/PL Demolition of former hotel and restaurant and erection of a part two-storey, part three-storey building containing ten apartments (Use Class C3). This application is in CIL Zone 4 (zero rated) as apartments.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on full planning application R/291/21/PL, with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Technical Note.

Site Context

The application site is a former Rustington Manor Hotel and Restaurant which consisted of six rooms with a 40-cover restaurant and bar area, which led to a conservatory with an additional 30 covers. The development proposals are for the demolition of this building and construction of a new residential building consisting of 10 flats (six three-bed and four two-bed units).

Access and Visibility

The site is accessed from Broadmark Lane which is a two-way single carriageway road, subject to 30mph speed limit. The building is presently accessed using two vehicle crossover (VCO) access, providing access into the car parking areas. The northern crossover is unchanged as part of the proposal and the southern crossover will be extended to cover the full parking area, which has been used for parking for a very long time.

Visibility splays of 2.4m x 30m are achievable in both directions which are considered adequate for a posted speed of 30mph speed limit, in line with Manual for Streets (M*f*S) standards.

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident reported near to the site access, which indicates the site access has been operating in a safe manner in its present form.

Delivery and Servicing

Delivery and servicing will be carried out in line with the existing arrangements for the neighbouring properties. A bin store is provided near to the southern end for easy collection from the kerbside on the day of refuse collection.

Parking

WSCC Guidance on Parking at New Developments (September 2020) has been used to calculate the car parking requirement for the proposed development. The existing parking arrangements will be retained, and the parking spaces will be formalised. A total of 13 spaces will be provided for the development, including one disabled and two visitor parking spaces. Four parking spaces are provided with active electric vehicle charging points with three spaces provided with passive charging provision. In line with WSCC standards for EV charging, the LHA advises the remaining spaces be provided with passive charging points for future uses.

Safe and secured cycle parking spaces for 8 nos. bicycles are provided within a bike store at the front of the development for easy accessibility. This level of car and cycle parking spaces are considered adequate for the intended use of the development.

Trip Generation and Highway Impact

The existing development has two dwellings; hence, TRICS database has been interrogated to estimate the likely number of trips generated by the new 8 nos. dwellings. It is estimated that the former usage of the building as a hotel and a restaurant would generate circa 35 vehicle movements a day whereas the proposed residential development would generate circa 30 vehicle movements a day. Therefore, the LHA consider the proposed trips would not cause a detrimental impact on the local highway network.

Sustainability

The site is conveniently located within 500m of distance to shops and services at Churchill Parade. The footways along both sides of Broadmark Lane and on the wider footway network, along with good street lighting system is conducive to walking and cycling.

The nearest bus stops are located along Sea Lane, at the end of Kinghtscroft Avenue which provide connectivity to nearby towns and villages such as Arundel, Littlehampton, Angmering, Lancing, Shoreham-by-Sea etc. The nearest train stations are Littlehampton and Angmering which are accessible using the bus services. The LHA consider the site as sustainable.

Conclusion

The Local Highway Authority (LHA) does not consider that this 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 (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Vehicle Parking and Turning

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

Cycle Parking

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

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

EVC Parking Spaces

No part of the development shall be first occupied until Electric Vehicle Charging spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide EVC charging points to support the use of electric vehicles in accordance with current national sustainable transport policies.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be implemented and adhered to throughout the construction period. The Plan shall provide the following details as a minimum:

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials, and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

INFORMATIVE NOTE

Works within the Highway – Implementation Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader [redacted] to commence this process. The applicant is advised

that it is an offence to undertake any works within the highway prior to the agreement being in place.

Roopa Bilichodmath
West Sussex County Council – Planning Services