WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO:Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	20 August 2019
LOCATION:	Rosecroft 8 Cross Road Brighton BN42 4HE
SUBJECT:	AWDM/0683/19 Change of use from Residential Care Home C2 to Residential Care Home C2 and House in Multiple Occupation (6 rooms C4).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	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 Planning Services 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.

Proposal Summary
The proposal is for the change of use of a care home (C2) to care home (C2) and Home in multiple occupation (HMO, C4). The site is located on and accessed via Cross Road which is a B classified road subject to a 30 mph Speed limit.

Access
In principle the existing Care Home (C2) could generate vehicular trips of a similar quantity to that of the proposed Care Home (C2) and Home in Multiple Occupation (C4). It is therefore accepted that the proposed will not result in a material intensification of the site.

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury collisions within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is currently operating unsafely.

Vehicle Parking and Cycle Parking
A Nil car parking provision is proposed for the new Care Home and HMO. From inspection of the plans provided there does appear to be an area of off street parking, large enough

to park 4 cars in tandem. WSCC has recently adopted new parking guidance in august 2019. The guidance does not include any standards for C2 or HMO parking demand.

The LHA would be minded to advise the LPA consider the parking demand as per pre-august 2019 guidance when considering parking demand for this application.

No existing ground floor plans have been provided. The following analysis only takes into consideration the floor plans provided.

C2 use would generate:

- 1 space per 20 residents, (or increments of up to 20 residents)

+

- 1 space for visitors per 8 residents, (or increments of up to 8 residents)

+

- 1 space for Staff parking per 5 residents, (or increments of up to 5 residents)

+

- Service vehicles.

On this basis the existing care home could generate the demand for 4 parking spaces, which can be accommodated all be it on a tandem basis which is not ideal for residents/ visitors.

The proposed development seeks to retain 1 care home room and provide 6 HMO rooms.

The HMO pre-august 2019 guidance estimates 0.5 spaces to be provided per unit.

On this basis:

- 3 spaces for the care home element,

+

- 3 spaces for the HMO element.

Whilst on-street car parking is limited in the immediate vicinity there are comprehensive parking restrictions prohibiting vehicles from parking in places that would be detriment to highway safety. We would not consider that highway safety would be detrimentally affected through the anticipated parking demand. The Planning Authority may wish to consider the potential impacts of this development on on-street car parking amenity.

The site is located in a sustainable location within walking and cycling distance to a range of public services, amenities and employment options. Bus and rail links provide a realistic travel opportunity for longer trips. It would be anticipated that future occupiers of the dwelling would not be reliant on the use of a private motor vehicle. As a result, The Local Highways Authority (LHA) would like to see cycle storage space being implemented.

<u>Conclusion</u>
The 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 (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied:

<u>Conditions</u>
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 to be submitted to and approved by the Local Planning Authority.

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

Stephen Garrard
West Sussex County Council – Planning Services