

Memo

To: Head of Development Management
From: Ian Smith

From: Les Henry – Strategic Planning and Growth

Date: 11 March 2020

Extension: 4325

Case: 19/03072/FULM

Address: 2, 4, 6 and 8 Danson Road, Bexleyheath, Kent.

Proposal: Demolition of the existing dwellings and erection of a part 1/2/3 storey building to provide a 70-bedroom nursing home, with associated access alterations, car and cycle parking, landscaping and amenity space. (AMENDED)

The proposal site lies on the western side of Danson Road a short distance to the south of the traffic signal-controlled junction with Crook Log and Park View Road, which are all classified roads and designated as London Distributor Roads within the Council's Unitary Development Plan (UDP) road hierarchy.

On street car parking is controlled by yellow line waiting restrictions that operate between 8am and 6.30pm Monday to Saturday.

The site has a PTAL of 3-4 (Moderate-Good) with 9 bus routes within the specified walking distances for PTAL calculation.

The proposals are for the demolition of the existing dwellings and erection of a part 1/2/3 storey building to provide a 70-bedroom nursing home, with associated access alterations, car and cycle parking, landscaping and amenity space.

The existing vehicular accesses to the existing houses would be removed and a new vehicular entrance would be provided at the southern end of the Danson Road frontage with the exit toward the northern end of the site frontage.

A total of 17 car parking spaces would be provided for staff and visitors with 3 positioned adjacent to the southern boundary, 5 adjacent to the northern boundary and 9 in an echelon style adjacent to the eastern boundary. At least 1 space should be allocated to those with reduced mobility.

20% of the proposed spaces would be fitted with active electrical charging points with the remainder with passive provision for activation later.

Adequate turning space would be provided to allow panel vans and fire tenders to satisfactorily enter and leave the site in a forward direction. Refuse and recycling would be collected from Danson Road as per the existing situation for the existing houses.

The applicant has suggested the following levels of staff for the proposed care home:

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Daytime (7 days a week):

- 14 care staff (nurses and carers) (7am to 7pm)
- Housekeeping team x 3 (8am to 4pm)
- Chef (8am to 4pm)
- Kitchen assistant (8am to 8pm)
- Lifestyle Co-ordinator (9am to 5pm)
- Administrator/weekend receptionist (9am to 5pm)

Daytime (Mon – Fri only):

- Manager (9am to 5pm)
- Deputy (9am to 5pm)
- Maintenance (9am to 5pm)

Night time (7 days a week):

- 7 care staff (nurses and carers) (7pm to 7am)
- Deliveries tend to be in the mornings (food, medical supplies etc), and usually only Monday to Friday.

In total, it is expected that around 24 staff would be employed on the site on a typical weekday.

Bicycle parking for 16 cycles would be provided in accordance with London Plan standards.

The Transport Statement submitted in support of the application includes an assessment of the likely traffic generation and car parking demand of the proposed care home compared with the existing 4 dwellings using the industry standard TRICS database.

The analysis suggests the proposals would generate between 8 and 10 additional vehicular trips during the am and pm highway network peak periods and the proposed car parking demand would amount to 11 vehicles.

The applicant has stated that they operate several nursing, residential and care homes across south east England and East Anglia and therefore the applicant has carried out

a survey existing facility at Heathfield Court, which is within LB Bexley. The site has 66 bedrooms and 18 car parking spaces.

The site has a lower PTAL (1b for Heathfield Court) than the Danson Road site (PTAL 4) so the opportunities to use public transport for the Danson Road site are better.

The proposal is a little larger than the surveyed site (70 bedrooms) with 17 car parking spaces. However, given the additional benefit of the higher PTAL level, it is likely that this will be naturally offset. The applicant is also willing to introduce a Travel Plan to promote sustainable travel to and from the site

The busiest period of accumulation recorded in the survey was around 12.30pm when 12 parking spaces were occupied and at no times did the car parking at full capacity.

The Highway Authority therefore considers the conclusions of the Transport Statement in terms of traffic generation and car parking accumulation to be reasonable.

The proposals are therefore unlikely to have any significant impact on the local highway network and therefore has no objections subject to the imposition of the following conditions: -

1. The proposed access to the site onto the existing highway shall be constructed in accordance with design and specification first submitted to, and approved in writing by, the Local Planning Authority before the development is first brought into use.
Reason: - To ensure a satisfactory standard of development and in the interests of highway safety.
2. The use of the land for vehicle parking shall not be commenced until the area has been laid out, surfaced and drained in accordance with details first submitted to, and approved in writing by, the Local Planning Authority and shall be permanently maintained and available for such use at all times thereafter to the Authority's satisfaction.
Reason: To ensure a satisfactory standard of development and in the interests of highway safety.
3. The access to the site shall be provided with those parts of 2.4m x 43m vehicular visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.
Reason: In the interests of highway safety
4. The access to the site shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.
Reason: In the interests of highway safety
5. Details of arrangements for storage of refuse (including means of enclosure for the area concerned where necessary) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before

any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.

Reason: In the interests of amenity and highway safety.

6. Details of arrangements for cycle storage (including means of enclosure for the area concerned where necessary) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter to the Authority's satisfaction.

Reason: To ensure a satisfactory standard of development and to encourage travel to and from the site by sustainable means.

7. Before work commences on the site, a Travel Plan incorporating measures to reduce car traffic by encouraging travel to and from the site by other means of transport shall be submitted to, and approved in writing by, the Local Planning Authority. The plan shall include a methodology for its implementation and monitoring. The development shall not be occupied or operated other than in complete accordance with the agreed Travel Plan. No part of the development shall be occupied prior to implementation of the approved travel plan (or implementation of those parts identified in the approved travel plan as capable of being implemented prior to occupation). Those parts of the approved travel plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: In the interests of minimising the environmental impact of the scheme and to promote sustainable travel to and from the site.

Informative:

1. The applicant should be advised to contact the Council's Public Realm Management Department in respect of the construction of the proposed vehicular access to the site.

Les Henry

Senior Engineer (Development) - On behalf of the Highway Authority