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TRANSPORT TECHNICAL NOTE

**LAND TO THE WEST OF CENTRAL HOUSE, 25-27 PERRYMOUNT ROAD, HAYWARDS
HEATH, WEST SUSSEX RH16 3TP**

Prepared on behalf of LTRO Perrymount Limited

September 2023

Reference: P23109 TN/PC

Introduction and Background

- 1** This Transport Technical Note (TTN) is prepared on behalf of LTRO Perrymount Limited in respect of their development proposals on land to the west of Central House, 25-27 Perrymount Road, Haywards Heath, West Sussex, RH16 3TP.
- 2** In August 2021, a Prior Approval application (planning reference DM/21/2730) to Mid Sussex District Council (MSDC), as Local Planning Authority, for a change of use from office to 48 flatted dwellings (C3 residential) at Central House was approved. The scheme was approved with associated refuse and cycle storage and the provision of 7 car park spaces.
- 3** As a result of the Prior Approval, a residual area of car parking to the rear (west) of Central House that was previously associated with the former office use has become redundant.

- 4 A subsequent planning application (planning reference DM/22/2880) for the construction of a six-storey residential apartment building comprising 28 flatted dwellings (15 x 1-bed and 13 x 2-bed) on the residual brownfield site was approved by MSDC in August 2023.
- 5 For the 28 flatted dwelling scheme, pre-application highways advice had been sought from West Sussex County Council (WSCC) as local highway authority in relation to a largely comparable 26 dwelling scheme who had provided the following comments:-
1. *“Site is centrally located and provides good access to local transport provision and walking routes.*
 2. *Cycling is also provided for with storage and links to good cycle routes. 17 cycle spaces will be provided, and this is over the minimum requirement.*
 3. *26 flats will comprise of 16 x 1 bed, 10 x 2 bed. WSCC car parking standards request a higher level of parking than the 6 car parking spaces provided however WSCC are happy to support a car-lite scheme given its proximity to rail, bus and cycling opportunities.*
 4. *As this is a B road in a built-up area the speed limit is 30mph. Given its central location there are enforceable parking restrictions in place, and on-street parking charges. So parking is well managed should additional demand occur during peak times.*
 5. *Travel plan initiatives are welcomed, and in addition to the ones suggested (cycle parking, evc points and subsidised membership to local car clubs), Travel Information Packs including discounted vouchers on season tickets for each new owner should be arranged.*
 6. *Ideally all spaces should offer EVC charging as standard, however WSCC guidance suggest a minimum of 41% of spaces which would equate to 3 spaces, with the remaining connected in a passive capacity to be connected later.*
 7. *Servicing and refuse collection. Refuse collection can take place within the site using the existing layout.*

8. *Site access is onto Perrymount Road which is already existing and is shared with Central House (a recent 48 bed flat development) and 21 Perrymount Road. The access into the site is a two-way priority junction and has very good visibility.*
9. *Pedestrian footways are very good and link to the town centre and public transport options.*
10. *Car parking for 6 vehicles, recently approved flatted development for 48 dwellings received planning permission with only 7 car parking spaces.*
11. *Trips will be lower than office use and therefore will not cause any material capacity impacts.*
12. *A full application will also require a construction management plan to be submitted."*

- 6 This report accompanies a revised planning application for the erection of an eight-storey residential apartment building comprising 38 flatted dwellings (21 x 1-bed and 17 x 2-bed) on the residual brownfield site, i.e. a net increase of ten units. The revised scheme is largely comparable in all other highways-related aspects, with proportionate increases in associated car parking, cycle parking and refuse storage, details of which are set out within the remainder of this report.

Site Location and Local Highway Network

- 7 The site is located to the west of Central House which is a six storey building (including lower ground floor) formerly in office use and which now has Prior Approval for change of use to 48 flats accompanied by refuse/cycle storage and 7 car park spaces. We believe the works have now commenced.
- 8 The site itself comprises a residual 53-space surface level car parking area for Central House that is no longer required for Central House as a residential use.
- 9 The location of the site in the context of the wider highway network is shown in **Figure 1** below.

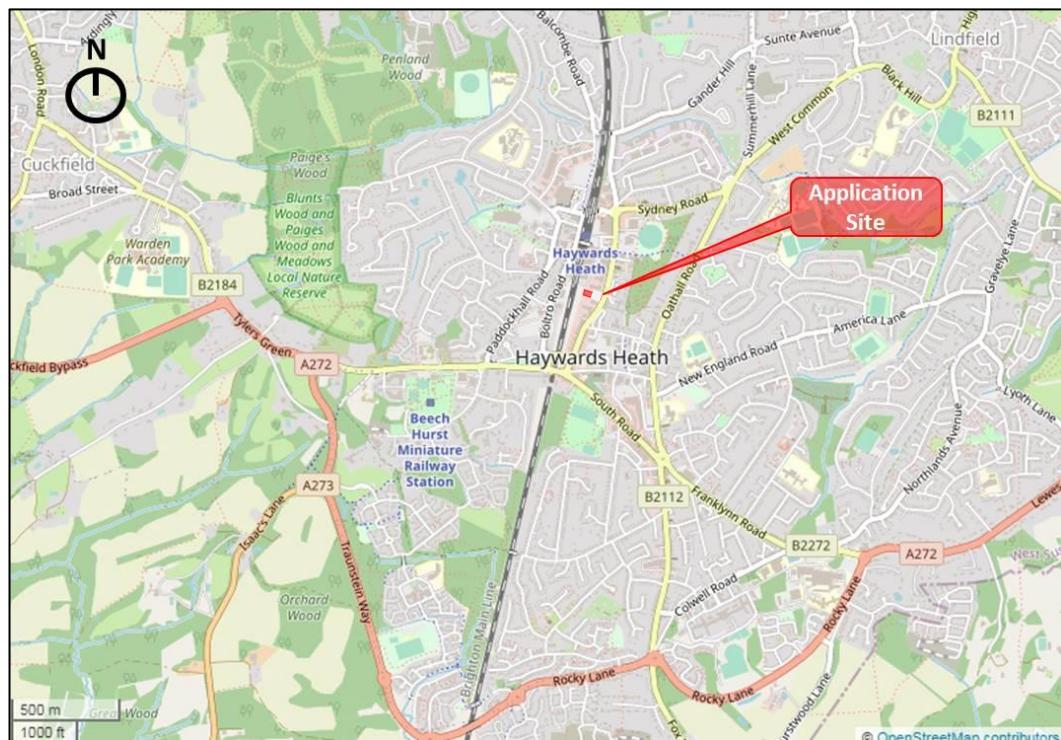


Figure 1: Site Location

- 10 When determining the Prior Approval application, WSCC Highways had no objections to the 'car-lite' scheme and the MSDC planning officer noted that *"It is acknowledged that the site is within a highly sustainable location within the town centre where there are a range of services and passenger transport options. Future residents would have the opportunity to travel by modes other than the private car."*
- 11 When determining the planning application for 28 flatted dwellings, WSCC Highways also had no objections to the scheme, with the MSDC planning officer stating that the highly sustainable location enables a reduction in car parking provision to be supported. The scheme was found to be compliant with all relevant national and local highways-related planning policy.

- 12** The site is located to the west of Perrymount Road, within the heart of Haywards Heath town centre, some 450 metres to the south of the railway station and 450 metres to the north of town centre's main primary core located along South Road. The site is bordered by office developments to the north and south of the site and by the London Victoria to Brighton mainline to the west. To the east of the site is Central House beyond which on the opposite side of Perrymount Road are predominantly residential dwellings, as well as a children's day nursery. The surrounding area therefore comprises a predominant mix of commercial and residential uses, with retail uses further to the north towards the railway station and to the south at the southern end of Perrymount Road and along South Road.
- 13** The site is accessed onto Perrymount Road via a single point of access that is shared with Central House and 21 Perrymount Road to the south. Perrymount Road is classified as the B2028 and in the vicinity of the site is a single carriageway two-way road with street lighting and standard width footways along both sides. Along the site frontage is a bus stop beyond which are double yellow line restrictions. Along the opposite side of Perrymount Road are marked bays which provide parking for up to 2 hours between 8am-6pm on Monday to Friday, with no return within 4 hours. Where parking bays are not provided, the road is comprehensively controlled by double yellow line restrictions. A bus stop, for southbound services, is located in front of the children's nursery, immediately to the north of the bus stop directly in front of the application site.
- 14** Some 400m to the north of the site, Perrymount Road forms a four arm roundabout junction with Market Place, Mill Green Road and the B2028 Sydney Road. Some 300m to the south of the site, Perrymount Road forms a gyratory with the B2272 which connects with the A272 to the west and east of Haywards Heath, continuing to Uckfield to the east and the A3 at Petersfield to the west.
- 15** By virtue of the proximity of the site to the railway station and town centre amenities, Perrymount Road is subject to comprehensive on-street parking and waiting controls. There are considered to be no on-street locations within a 200m walk distance of the site where residents could park unrestricted.

- 16** The vehicular access to Central House and the application site is a two-way priority junction arrangement with dropped kerbs and tactile paving along the frontage footway. By virtue of the relatively straight alignment of Perrymount Road and the double yellow line restrictions in place along the site side, vehicular visibility from the access in both directions is excellent.

Accessibility

- 17** The site is situated within an established, town centre location within the vicinity of employment, residential and retail uses and therefore benefits from extensive pedestrian infrastructure in the locality. There are few barriers to walking, with continuous footways provided along Perrymount Road connecting with railway station to the north and the town centre uses.
- 18** The majority of the local amenities within a 400m walk distance of the site are located towards either end of Perrymount Road. These local amenities include numerous restaurants, cafes, hot food takeaways, public houses, hairdressers, butcher, bakery, laundrette, cycle repair shop and many food and non-food retail units.
- 19** Perrymount Road is a bus corridor, with the nearest bus stops located directly in front of the site for northbound and southbound services (bus stop reference: Jireh Court). The bus stops site provide access to 15 regular bus routes, of which 5 operate at least hourly, serving destinations including Lindfield, Bolnore, Uckfield, Brighton, East Grinstead, Horsham, Burgess Hill and Crawley, including local school services. A summary of the bus services and their frequencies is shown in **Table 1** overleaf.

Service	Direction	Route Towards	Day Time Frequency		
			Weekdays	Saturday	Sunday
3	N/B	Slaugham	1/day	-	-
	S/B	Princess Royal Hospital	1/day	-	-
30	N/B	Lindfield, Haywards Heath Circular.	1/hr	1/hr	-
	S/B	Lindfield, Haywards Heath Circular	1/hr	1/hr	-
31	N/B	Haywards Heath	1/day	-	-
	S/B	Uckfield	1/day	-	-
31A	N/B	Cuckfield	1 /2hrs	1 /2hrs	-
	S/B	Uckfield	1 /2hrs	1 /2hrs	-
31C	N/B	Cuckfield	1 /2hrs	1 /2hrs	-
	S/B	Uckfield	1 /2hrs	1 /2hrs	-
33	N/B	Sainsbury's, Haywards Heath	1/hr	1/hr	-
	S/B	Burgess Hill, Hurstpierpoint, Brighton	1/hr	1/hr	-
33A	N/B	Warden Park School (schooldays)	1/day	-	-
	S/B	Burgess Hill (schooldays)	1/day	-	-
39	N/B	Bolnore, Haywards Heath	1/hr	1/hr	-
	S/B	Bolnore, Haywards Heath	1/hr	1/hr	-
62	N/B	Franklands	4/day	-	-
	S/B	Cuckfield, Crawley	4/day	-	-
89	N/B	Horsham	4/day	-	-
	S/B	Princess Royal Hospital	4/day	-	-
166	N/B	Wivelsfield, Plumpton, Lewes	6/day	-	-
	S/B	Haywards Heath	6/day	-	-
270	N/B	East Grinstead	1/hr	1/hr	4/day
	S/B	Burgess Hill, Brighton	1/hr	1/hr	4/day
271	N/B	Crawley	1/hr	1/hr	8/day
	S/B	Burgess Hill	1/hr	1/hr	8/day
272	N/B	Crawley	9/day	5/day	8/day
	S/B	Burgess Hill, Brighton	9/day	5/day	8/day
STP2	N/B	Haywards Heath	1/day	-	-
	S/B	St Paul's College, Burgess Hill	1/day	-	-

Table 1: Summary of Bus Routes Serving the Site from Jireh Court Bus Stops

- 20** Haywards Heath train station is located within a 450 metre walk distance to the north of the site. The station is situated on the London Victoria to Brighton mainline and Thameslink, with rail services operated by Southern and Thameslink.
- 21** Mainline services provide access to London Victoria via key destinations including Gatwick Airport, East Croydon, London Bridge, London Blackfriars and Clapham Junction. Weekday services between Haywards Heath and London Victoria run from 05:39hrs through to 01:00hrs, generally at a frequency of 2 trains per hour to/from London Victoria and 4 trains per hour to/from London Bridge and London Blackfriars. The typical journey time between Haywards Heath and London Victoria is 46 minutes, with services to/from London Blackfriars typically taking 51 minutes.
- 22** Mainline services to/from Brighton run at a typical weekday frequency of 4 trains per hour, with journey times generally between 14 to 20 minutes.
- 23** Thameslink services from Haywards Heath operate between Bedford and Brighton, stopping at key destinations including Luton, St Albans, London St Pancras, London Blackfriars, London Bridge and Gatwick Airport. Weekday services to/from Haywards Heath operate between 05:31hrs and 23:59hrs, with a typical frequency of 4 trains per hour in each direction.

Development Proposals

- 24** The development proposals comprise the construction of an eight-storey residential building of 38 flats with the following schedule of accommodation:

Floor	1-bed flats	2-bed flats	Total
Ground to Sixth Floor	3 per floor	2 per floor	5 per floor
Seventh Floor	0	3	3
Total	21	17	38

Table 2: Proposed Schedule of Residential Accommodation

- 25 The proposed site layout plan is appended to the rear of this note (**Appendix A**). The existing vehicular access arrangements via Central House would remain largely unchanged from the previously approved scheme.

Car Parking Provision

- 26 The Central House Prior Approval scheme provides 7 car parking spaces for the 48 flatted units (comprising 44 x 1-bed and 4 x 2-bed units). The officer's report states *"It is acknowledged that the site is within a highly sustainable location within the town centre where there are a range of services and passenger transport options. Future residents would have the opportunity to travel by modes other than the private car"*.
- 27 For the approved 28-unit scheme, 6 car parking spaces were proposed (i.e. 0.21 spaces per dwelling), of which up to 3 could be dedicated for disabled users only. WSCC had confirmed within their pre-application advice that they would support a *car-lite* scheme given the site's proximity to rail, bus and cycling opportunities.
- 28 For the proposed 38-unit scheme, 8 car parking spaces are proposed (i.e. also 0.21 spaces per dwelling), of which 3 spaces will be dedicated for disabled users only.
- 29 Paragraph 107 of the NPPF states that when setting parking standards, local planning authorities should take account of:
- a) The accessibility of the development;
 - b) The type, mix and use of development;
 - c) The availability of and opportunities for public transport;
 - d) Local car ownership levels; and
 - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

- 30** Paragraph 108 of the NPPF states that *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport”*.
- 31** WSCC’s ‘Guidance on Parking at New Developments (September 2020)’ outlines WSCC’s approach to parking at new developments.
- 32** Paragraph 4.2 states *“Parking provision should be sufficient to accommodate parking demand while exploiting the potential for sustainable travel, minimising adverse effects on road safety, and avoiding increased on-street parking demand”*. The site location benefits from high levels of accessibility to non-car modes of travel and to local amenities and facilities as well as having comprehensive parking controls within the surrounding streets
- 33** Paragraph 4.3 goes on to state *“If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected parking demand”*. In the case of the application site, all surrounding roads are comprehensively controlled through enforceable parking restrictions and therefore residential parking could not reasonably be expected to take place on street.
- 34** Principle C (Sustainable Transport) of the guidance document states: *“In some locations, limiting parking provision should form part of a strategy to exploit the potential for sustainable transport. In order to realistically promote lower levels of car ownership and use whilst avoiding unacceptable consequences, all of the following should be available or provided:*
- a) travel plan measures, targeted at reducing vehicle ownership levels such as car clubs;*
 - b) high levels of accessibility to non-car modes of travel and to local amenities and facilities; and*

c) comprehensive parking controls; i.e. Controlled Parking Zone.”

35 The proposed scheme is not of sufficient scale for a travel plan to be effective or meaningful, however a package of travel plan-style measures and initiatives are offered by the applicant, in accordance with the WSCC pre-application advice for the previously approved scheme. Such measures and initiatives focus on minimising car ownership and promoting the sustainable characteristics of the area, and comprise:-

- Secure and sheltered cycle parking facilities in accordance with WSCC standards;
- Provision of Electric Vehicle charging points on site;
- Free or subsidised membership of an existing/future local car club for residents; and
- Provision of Travel Information Packs including discounted vouchers on season tickets for each new owner.

36 It is evident therefore that the reduced level of car parking on site could not lead to any adverse impacts on the surrounding highway network and residents would be able to undertake daily trips by non-car modes of travel. Residents would clearly be aware of the excellent accessibility of the site by non-car modes and availability of car parking prior to deciding whether to purchase or rent a unit on site. Such an approach to parking is consistent with that agreed for the previously approved schemes.

Electric Vehicle Charging

37 The pre-application advice provided by WSCC confirmed that a minimum of 41% of spaces should offer electric vehicle (EV) charging as standard. However, all eight car parking spaces shall have access to active EV charging points (i.e. 100%).

Cycle Parking Provision

- 38** With regards to cycle parking, the locally adopted standards contained within the *West Sussex County Guidance on Parking at New Developments* stipulate a requirement for 1-2 bedroom flats of 0.5spaces/flat if provided within a communal store. This equates to an overall minimum requirement of 19 cycle spaces for residents.
- 39** The current proposed site layout plan illustrates where cycle storage could be provided with an overall capacity for up to 28 bicycles. An additional 5 x E-bike charging points will also be provided. The proposed provision therefore exceeds the minimum requirement.

Servicing and Refuse Collections

- 40** The approved Central House scheme has been designed to enable refuse collections to take place from within the frontage of the site.
- 41** The access to the proposed scheme will be via the link along the northern perimeter of Central House and a turning area will be provided within the site to accommodate the swept paths of typical daily servicing vehicles and a MSDC/WSCC standard refuse vehicle. The swept path of a refuse vehicle turning is shown on the proposed layout plan at **Appendix A**. This layout is largely identical to that of the approved 28-unit scheme.
- 42** The MSDC *Waste Storage and Collection Guidance for new Developments* (May 2015) requires a total of 11 x 1,100l bins for 38 residential flats, as per the following calculation:-
- $(38 \text{ properties} \times 240/0.75)/1100 = 11 \text{ bins} = \underline{5-6 \text{ refuse bins and } 5-6 \text{ recycling bins.}}$
- 43** The proposed site layout plan at **Appendix A** illustrates how a total of 12 refuse and recycling bins can be accommodated on site within a secure area.

Construction Management

- 44** For the approved 28 flatted dwelling scheme, a draft Construction Management Plan was submitted as part of the planning application and deemed acceptable. As the proposed 38 unit scheme has been shown to be comparable in many respects to the approved scheme, the principles of the previously-submitted draft Construction Management Plan are unlikely to change. A planning condition requiring the preparation and submission of a Construction Management Plan for approval prior to commencement (i.e. once the appointed contractor is known) would therefore be appropriate.

Traffic Generation

- 45** For the approved Prior Approval and planning application schemes, the TRICS database was interrogated in order to quantify likely change in traffic flows onto the highway network in the vicinity of the site.
- 46** The following search parameters were applied for the office and proposed C3 'Flats Privately Owned' category analysis, with the resulting trip rates shown in **Table 3**:-

Office

- Regions: England and Wales, excluding Greater London.
- Location Type: Town Centre or Edge of Town Centre.
- GFA: 1,000sqm to 5,000sqm.
- Days: Weekdays only.
- Parking: Car-free sites excluded.

Flats Privately Owned

- Regions: England and Wales, excluding Greater London.
- Location Type: Town Centre or Edge of Town Centre.
- Units: 20 to 90 flats.
- Days: Weekdays only.
- Parking: Up to 1 space per unit

	Office Use (trips/100sqm)			C3 Residential Use (trips per unit)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00)	1.383	0.146	1.529	0.027	0.158	0.185
PM Peak Hour (17:00-19:00)	0.126	1.034	1.160	0.156	0.089	0.247
Daily (07:00-19:00)	5.393	5.206	10.599	1.030	1.073	2.103

Table 3: Summary of TRICS Vehicle Trip Rate Analysis

- 47 Applying the above trip rates to the former office use and approved residential schemes provided the following vehicle trip analysis.

	Office Use (2,946sqm)			C3 Residential Use (48+28 units)			Net Change (vehs)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00)	41	4	45	2	12	14	-39	+8	-31
PM Peak Hour (17:00-19:00)	4	30	34	12	7	19	+8	-18	-15
Daily (07:00-19:00)	159	153	312	78	82	160	-81	-71	-152

Table 4: Summary of TRICS Vehicle Trip Analysis – Approved Schemes (Vehicles)

- 48 If the additional traffic generation of the proposed net additional 10 units is taken into account, the combined vehicle trip rate analysis is as follows:-

	Office Use (2,946sqm)			C3 Residential Use (48+38 units)			Net Change (vehs)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
AM Peak Hour (08:00-09:00)	41	4	45	2	14	16	-39	+10	-29
PM Peak Hour (17:00-19:00)	4	30	34	13	8	21	+9	-22	-13
Daily (07:00-19:00)	159	153	312	89	92	181	-70	-61	-131

Table 5: Summary of TRICS Vehicle Trip Analysis – Central House & Proposed Development (Vehicles)

- 49** **Table 5** indicates that with the addition of the proposed development, the overall traffic level along the site access would still remain less than for the former office use alone during the typical network peak hours and daily time periods considered. Indeed, the traffic generation of the proposed net increase in 10 units would be circa 2 vehicle movements per hour during the network peak hours, which is not considered to be significant.
- 50** Consequently, the proposed development would not be expected to result in any adverse impacts on the local highway network.

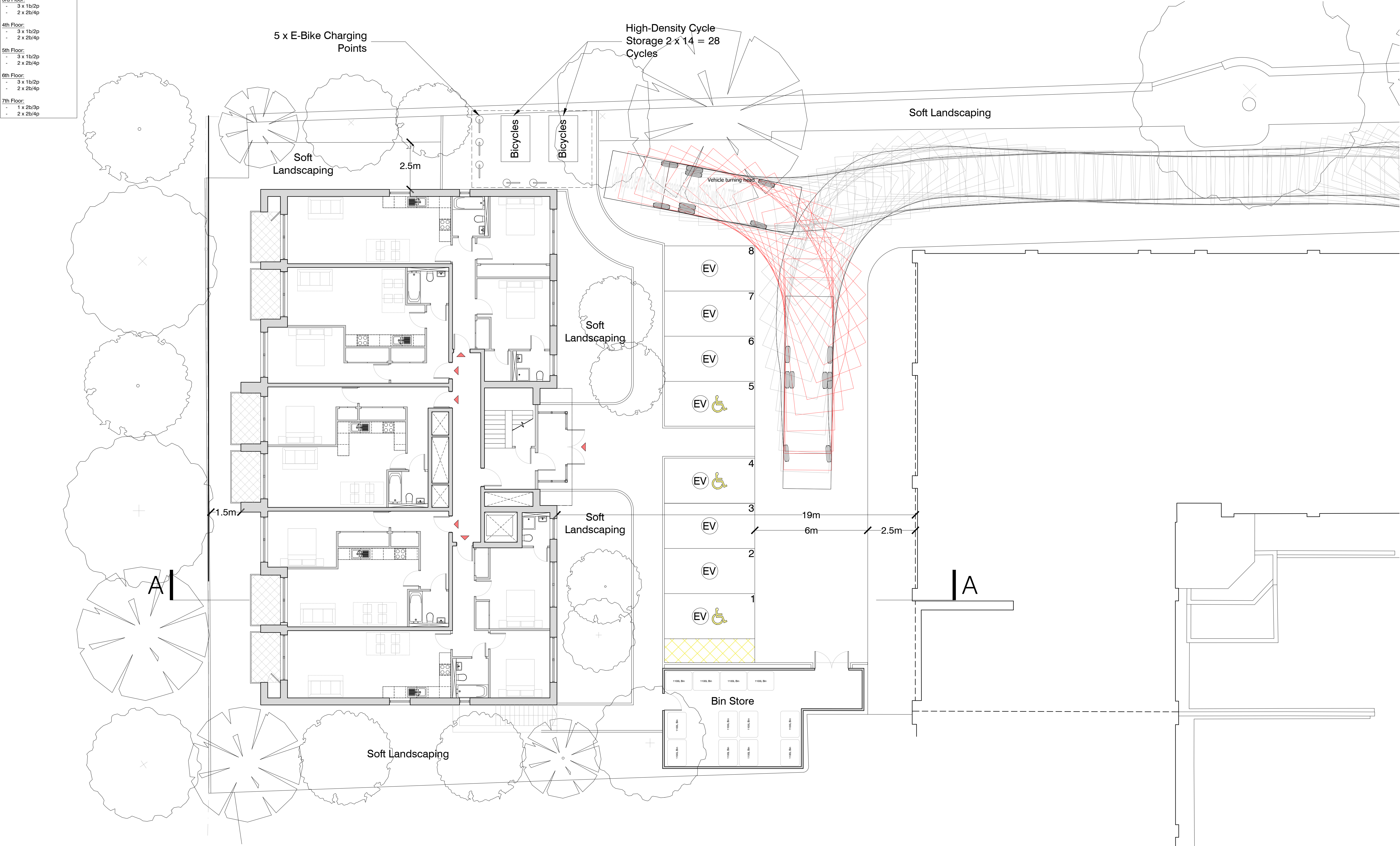
Summary

- 51** This report has set out the main transport and highways considerations of the development proposals to make use of the brownfield site by introducing a new build residential apartment building that is 10 units larger than that of the previously approved scheme..

- 52** It has been demonstrated that the site is accessible by non-car modes of travel and residents would not be reliant on the use of a car for typical day-to-day journeys, consequently a *car-lite* scheme is appropriate in this location. The proposed development would not cause detriment to the local highway network by virtue of the comprehensive on-street parking controls and restrictions that are in place on the surrounding roads.
- 53** The proposals would incorporate formal sheltered and secure cycle stores and refuse stores, enabling servicing and refuse collections from within the site.
- 54** Due to the limited scale of the proposed development, there will not be any material capacity impacts arising from the development. Similarly, the size of scheme is not sufficient for a residential Travel Plan to be effective or meaningful, however a number of Travel Plan-style initiatives are proposed in accordance with the previously approved scheme.
- 55** It has therefore been demonstrated that the proposed development would not give rise to any adverse transport impacts and is considered an entirely appropriate and policy compliant form of development in transport terms.

APPENDIX A

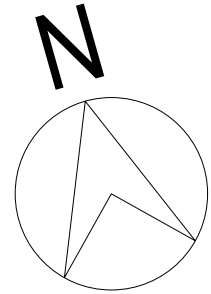
Schedule of Accommodation:	
Ground Floor:	- 3 x 1b/2p - 2 x 2b/4p
1st Floor:	- 3 x 1b/2p - 2 x 2b/4p
2nd Floor:	- 3 x 1b/2p - 2 x 2b/4p
3rd Floor:	- 3 x 1b/2p - 2 x 2b/4p
4th Floor:	- 3 x 1b/2p - 2 x 2b/4p
5th Floor:	- 3 x 1b/2p - 2 x 2b/4p
6th Floor:	- 3 x 1b/2p - 2 x 2b/4p
7th Floor:	- 1 x 2b/3p - 2 x 2b/4p



PROPOSED SITE PLAN
Scale 1:100 @ A1

- THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE MAKING SHOP DRAWINGS OR COMMENCING WORK OF ANY KIND. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING.
1. THE BOUNDARIES SHOWN ARE BASED ON INFORMATION BY OTHERS. ALL BOUNDARIES TO BE VERIFIED ON SITE PRIOR TO COMMENCING CONSTRUCTION.
 2. TOPOGRAPHICAL LEVELS TO BE CONFIRMED.
 3. DESIGN & QUOTED AREAS ARE SUBJECT TO DESIGN DEVELOPMENT & STATUTORY CONSENTS.
 4. ALL SURVEY INFORMATION SHOWN IS SUBJECT TO FURTHER SITE INVESTIGATION DURING DEMOLITION.

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1:100



REV	DATE	REVISIONS	CHK

mohsin cooper

ARCHITECTS
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PROJECT :
LAND TO REAR OF 25 - 27 PERRYMOUNT ROAD,
HAYWARDS HEATH
CLIENT :
LTRO CENTRAL LTD.
DRAWING TITLE :
PROPOSED SITE PLAN (1:100)

SCALE : 1:100 @ A1
DRAWN : SG
CHECKED : MC
DATE : MAY 2023

NUMBER: 0505-P-001
REVISION: -

STATUS: S2
PLANNING APPLICATION