

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TECHNICAL TRANSPORT NOTE

Date: 18th February 2025

Project: Land South of Old Rocky Lane – Proposed Six Unit Apartment Block

1. INTRODUCTION

- 1.1 This Technical Transport Note (TTN) has been produced by SK Transport Planning Limited on behalf of Cross Homes to consider traffic and transport matters associated with the proposed development of an additional six-unit two-bedroomed apartment block on Land to the South of Old Rocky Lane. The development site location is shown in **appendix a**.
- 1.2 The development site has an extensive planning history. As part of the wider residential development proposals on Rocky Lane, Crest Nicholson secured planning approval in October 2016 for the development of up to 30 residential dwellings on the site.
- 1.3 SKTP represented Crest Nicholson as their traffic and transport consultants, and their Outline Planning application was supported by a Transport Statement (TS). The TS provided technical information on:
 - the site location and characteristics
 - accessibility on foot and cycle to and from the site
 - accessibility by public transport
 - the makeup and performance of the local highway network
 - the personal injury collision statistics on the surrounding highway network
 - the site's compliance with local and national transport policy
 - the site layout and access arrangements
 - vehicular and cycle parking provision
 - the previously prepared and accepted Framework Travel Plan
 - traffic generation and development impact on the surrounding highway network
- 1.4 The TS concluded that the site was sustainably located, with end occupiers of the development having the opportunity to access key local facilities/services on foot, cycle and by public transport.
- 1.5 The report also confirmed that the development would not have a material impact on the adjacent Rocky Lane roundabout junction, and that the development proposals would not significantly change the operation of the local highway network and would not exacerbate local road safety issues.
- 1.6 It is important to note that as part of this 2016 planning approval, a response was sought from West Sussex County Council (WSCC) on highway matters. Their response, which was one of “no objection”, confirmed that there were no traffic or transport matters that would preclude Mid Sussex District Council granting planning approval. Their formal response to the 2016 planning application is provided in **appendix b**.
- 1.7 Based on the 2016 Outline Planning approval the principle of residential development has been clearly established on this site, along with the vehicular access arrangements to and from the site from Old Rocky Lane.
- 1.8 As set out in the next section of this report WSCC, as Highway Authority has never altered or changed their view since 2016 that residential development in this location is in any way inappropriate or unsustainable, or that the scheme would not provide adequate parking for all residents across the site.
- 1.9 This robust “no objection” position was tested in a 2024 planning appeal for a nine-residential unit scheme on the site, and commentary on this is provided later in this report.
- 1.10 The next section of this TTN considers the detailed planning approvals on the site, as well as the additional development proposals.

2. PREVIOUS RESERVED MATTERS PLANNING APPROVALS

- 2.1 Following on from the 2016 Outline Planning approval, a Reserved Matters (RM) Planning application (MSDC planning application reference DM/16/5547) was submitted and granted planning permission, also in 2016. The development proposals were for 30 residential apartments and included a vehicular parking provision of 41 parking spaces, calculated using the WSCC Parking Demand Calculator (PDC).
- 2.2 This parking provision was deemed acceptable by WSCC when they reviewed the RM planning application, as confirmed in their formal response to MSDC provided in **appendix c**. The approved RM layout is provided in **appendix d** for ease of reference.
- 2.3 As part of further design revisions to the scheme, in 2017 the applicant decided to look to vary Planning Condition 2 of the Reserved Matters consent DM/16/5547 to provide an additional 14 parking spaces on the site, as shown on plan in **appendix e**.
- 2.4 The reason for this parking increase from 41 to 55 spaces was confirmed by the applicant at the time as:

“The proposal for additional parking was largely generated by the public comments on the Reserved Matters application and, in particular, the concerns that were raised by local residents and councillors during the committee meeting. There appeared to be a groundswell of opinion that, whilst conforming to WSCC standards, the level of parking within the site would be insufficient to meet the expected demand and that, as a consequence, there would inevitably be overspill parking onto the access road which could cause inconvenience to local residents and reduce the level of safety for road users and pedestrians.”

- 2.5 In response to this increase in parking provision WSCC were consulted at the time and responded by stating:

“The fact that the number of spaces is being increased does not mean that the PDC (Parking Demand Calculator) forecasts are incorrect. The PDC simply uses car ownership data from comparable private and affordable in the surrounding Census ward. Using the PDC would forecast parking demands for the proposed development. The PDC is also only for guidance and is not prescribed in planning policy. Any applicant is entitled to use any approach providing it is justified.

Based on the applicant's statement, I wouldn't expect the apartments to generate any greater number of vehicle movements with the revised parking provision in comparison with the approved scheme. (our emphasis). The increased parking is simply to give flexibility in meeting all demands that could arise from the development. “

- 2.6 The point that is made by WSCC is that all parties were content with the 41-space parking provision, as agreed at Outline Planning stage, and that this would meet the parking demands from the 30-unit residential scheme. There was no dispute on the validity of the WSCC PDC, and its appropriateness to estimate the number of car parking spaces that the development should provide.
- 2.7 The additional 14 parking spaces were effectively an “added bonus” for any resident or visitor to use should they wish to do so and remain as unallocated spaces for that very purpose.
- 2.8 In considering the proposals MSDC concluded that the proposed additional car parking spaces could be provided without resulting in any significant harm to the character and appearance of the area, or severe harm to highway safety and that the proposals comply with policies B1, B3, T4 and T5 of the Mid Sussex Local Plan, policies DP19 and DP24 of the Submission Version District Plan and Policies E9, E11 and T3 of the Haywards Heath Neighbourhood Plan.
- 2.9 This increase in parking provision was accepted by both WSCC and MSDC and granted planning approval in January 2018. Since then the applicant is not aware of any time or circumstance when the residential car parking demand across the site has resulted in displaced parking outside of the site curtilage, or on surrounding residential streets.

- 2.10 Moving forward, the applicant submitted a new planning application in 2019 for five 3-storey dwellings on the same parcel of land that is the subject of this TTN. This application was refused by Officers under delegated powers for three reasons, the first being a design and impact reason on the semi-rural character of the area, the second being an “insufficient parking” reason and the third reason relating to a lack of infrastructure contribution requirement for the scheme.
- 2.11 With regard to the parking reason for refusal, it is noted in the WSCC response (provided in **appendix f**) that there was a lack of clarity on the reallocation of part of the 14 additional parking spaces, that were consented as part of the Reserved Matters planning approval DM/17/2583.
- 2.12 For absolute clarity the WSCC response did not recommend to MSDC that the application should be refused on parking grounds, but that more information was required on the proposed parking provision and how any shortfall in parking spaces (allocated or unallocated) would be accommodated for the entire development. This information was provided in an updated report, produced in August 2021.
- 2.13 This report confirmed that the proposed nine two-bedroomed dwellings would be accessed from the same pedestrian and vehicular access points as previously assessed and approved under the original Outline Planning approval.
- 2.14 The supporting report also confirmed that the previously assessed and approved 41 parking spaces for the consented 30 apartment scheme would not be affected, and that this nine two-bedroomed dwelling scheme would also retain the additional 14 parking spaces consented by MSDC in January 2018, through planning application DM/17/2583.
- 2.15 It is important to clarify that at this time both MSDC and WSCC acknowledged that this parking provision exceeded their requirements if the applicant decided to either leave all the parking unallocated or decided to allocate the parking spaces to individual units.
- 2.16 This position was confirmed in the WSCC January 2017 formal consultation response, which stated:

“In respect of parking, it is unclear whether the Applicant intends to allocate some spaces specifically to dwellings, or whether to they are to remain unallocated. In the event that they are to remain unallocated, the WSCC Parking Demand Calculator indicates that a demand for 29 spaces would be generated. If 1 space is to be allocated to all private market dwellings, a demand for a total of 38 spaces would be generated, which is in keeping with the proposed provision. Similarly, a demand for 42 spaces would be generated if all dwellings are allocated 1 space each. The LHA are therefore satisfied that any of the suggested strategies could be utilised without overspill parking occurring.

The Applicant proposes a total of 64 covered cycle parking spaces. This is in excess of the WSCC minimum cycle parking standards, and therefore considered to be acceptable.”

- 2.17 Using WSCC’s own parking assessment calculations it is shown that if all the 30 apartments were allocated 1 parking space each, the total parking demand (allocated and unallocated) would be 42 spaces, equating to an average of 1.4 parking spaces per flat.
- 2.18 At the time it was confirmed that if this 1.4 parking space per flat was applied to the full 39 residential unit scheme, made up of the 30 consented apartments and the proposed 9 additional apartments, this would have required an overall on-site parking provision of 55 spaces, which was shown on the submitted development layout at the time.
- 2.19 From the WSCC formal consultation response it is appropriate to summarise that for the 30-dwelling scheme they were content with a parking provision of:
 - 29 spaces if all spaces were unallocated
 - 38 spaces if private market dwellings were assigned a space, with other accommodation provided as an unallocated space
 - 42 spaces if every dwelling had an allocated space
- 2.20 These parking provisions, based on tenure and allocation have been taken forward as part of the latest residential development proposals on the site.

- 2.21 Before providing commentary in the next section of this report on the revised residential development proposals on the site, it is relevant to reference the recent planning appeal on the site, relating to the proposed nine two-bedroom apartment scheme.
- 2.22 It is understood the refusal by MSDC was based on the following reasons:

RFR1 - The development would have a significantly harmful impact on the semi-rural character of the area, through the urbanisation of a prominent location that also impedes views to the South Downs along Rocky Lane. The scheme would also result in the loss of agreed landscaping that formed part of the Kilnwood Apartments development, which was integral to mitigate its impact on the character of the surrounding area. The proposal therefore fails to accord with policies DP26 and DP37 of the Mid Sussex District Plan, policies E9 and H8 of the Haywards Heath Neighbourhood Plan, the Mid Sussex Design Guide SPD and the relevant provisions of the NPPF.

RFR2 - The proposal does not satisfy the requirements of Policies DP20 and DP31 of the Mid Sussex District Plan in respect of affordable housing and infrastructure requirements to service the development as supplemented by the Council's Supplementary Planning Documents,' Development Infrastructure and Contributions' SPD (2018).

- 2.23 It is noted that there was no traffic, transport, highway safety, parking or sustainable location reason for refusal attached to MSDC's decision-making at this time, and no evidence produced by WSCC, as Highway Authority to support MSDC through the appeal.
- 2.24 Indeed, the only involvement from WSCC was a positive response in terms of agreeing a Transport (TAD) financial contribution of £11,946, with the Highway Authority confirming in their October 2022 response to MSDC that the financial contribution would be needed to:

"...achieve measures that would promote and influence travel patterns for new residents of the proposed development. Such improvements would also potentially confer a wider benefit to the surrounding community. The scheme identified below fulfils this criterion.

The Highway Authority has identified a sustainable project within the vicinity of the Appeal Site that could be delivered by way of contributions from development:

- *Haywards Heath Circular Cycle Route which is a priority scheme in the WSCC Walking and Cycling Strategy 2016-2026.*

This project would provide improved cycling facilities to encourage less car dependency and the use of sustainable transport modes. This is in accordance with the NPPF."

- 2.25 This financial contribution, suggested by WSCC during the life of the appeal to reduce car dependency and promote greater use of sustainable transport modes was fully accepted and supported by the applicant at the time. This remains the case with the revised development proposals, as set out below.

3. THE REVISED DEVELOPMENT PROPOSALS

- 3.1 In response to MSDC's comments on the five 3-storey residential unit scheme, the applicant has revised the development proposals to provide a single residential block, comprising of six two-bedroom dwellings. The development layout is provided in **appendix g**.
- 3.2 The scheme is accessed from the same pedestrian and vehicular access points as previously assessed and approved under previous planning approvals.
- 3.3 With regard to vehicular parking, the development layout confirms that a total of 50 parking spaces will be provided across the site. The drawing shows:

- 13 parking spaces for Block A (nine units)
- 37 parking spaces for Blocks B, C and D (27 units)

3.4 When applying WSCC's previous parking comments as set out in paragraph 2.16 in this TTN, for a 36 residential apartment scheme this would result in the following parking requirements:

- 35 spaces if all spaces were unallocated
- 50 spaces if every dwelling had an allocated space

3.5 Based on WSCC's own calculations, the scheme will provide either 15 additional parking spaces if all remain unallocated, or if each dwelling is allocated a single parking space, there will be 15 unallocated spaces remaining for residents and visitors to use. Accordingly, the revised development proposals will have no material, adverse or "severe" impact on parking, the latter being the test taken from the National Planning Policy Framework (NPPF).

3.6 Although not considered to be a material consideration, particularly as no issues have been previously raised by WSCC, we take the opportunity to confirm that the traffic associated with an additional six two-bedroom apartments will have a minimal impact on the performance of the surrounding highway network.

3.6 Using the previously agreed vehicular trip rates from the approved TS, this scale of development is estimated to generate an additional 2 two-way vehicle movements in each of the peak periods onto the local highway network. This increase in flows is exceptionally low and will be well within the day-to-day variation of flow on the highway network. There will be no measurable change to the performance of the highway network with these additional traffic movements.

4. CONCLUSIONS

4.1 This TTN has been prepared to review the revised residential development proposals on land to the south of Old Rocky Lane, proposed by Cross Homes.

4.2 As set out in this document, the site has an extensive planning history, but from a traffic, transport and sustainable development perspective residential development proposals have been supported by WSCC, as Highway Authority. Previous planning consents have been carefully reviewed by WSCC Officers, and agreement reached on the level of parking needed to meet residents needs.

4.3 The revised development proposals presented in **appendix g** have been prepared to respect all historic agreed technical matters associated with pedestrian, cycle and vehicular access to the site. With regard to car parking, alongside the development proposals for six additional two-bedroom apartments, the car parking provision across the site will be adjusted to provide 50 parking spaces.

4.4 As set out in paragraph 3.6 above, the revised development proposals and parking provision still accords with WSCC's previously agreed parking requirements as set out in the historic Reserved Matters planning application.

4.5 With the proposed six additional apartments utilising the previously agreed pedestrian and vehicular access points, consented in the Outline Planning approval for the wider site, the previously approved access strategy remains fit for purpose and has been shown to be suitable to serve a residential scheme in this location.

4.2 This TTN confirms that the additional six apartments are estimated to generate an additional 2 two-way vehicle movements in each of the peak periods onto the local highway network. This increase in flows is exceptionally low and will be well within the day-to-day variation of flow on the surrounding highway network. There will be no measurable change to the performance of the highway network with these additional traffic movements.

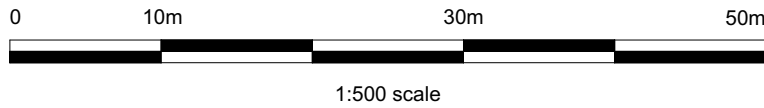
4.3 Based on the findings in this TTN, there are no traffic, transport or parking reasons why this modest residential development proposal should not be granted planning approval.

APPENDIX A



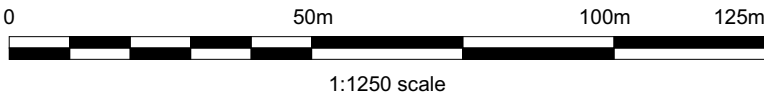
BLOCK PLAN

1:500



LOCATION PLAN

1:1250



Client

CROSS HOMES (SUSSEX) LTD

Project

6no. ADDITIONAL UNITS
KILNWOOD APARTMENTS, ROCKY
LANE, HAYWARDS HEATH

Drawing Title

LOCATION AND BLOCK PLANS

Drawing Scale(s)

1:1250, 1:500 @ A1

Status

PLANNING

Drawing Number

PROJECT - STAGE - DRAWING - REVISION

DA2401-P-01

APPENDIX B

FROM: Ian Gledhill

TO: Mid Sussex District Council

FAO: Steve Ashdown

SUBJECT: DM/15/5107 - Outline application including access details for the development of up to 30 residential dwellings including vehicular access, open space, sustainable urban drainage systems; and associated landscaping, infrastructure and earthworks.

Land South of, Old Rocky Lane, Haywards Heath

RECOMMENDATION:

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

It's noted that outline planning permission is sought with only matters of access to be approved at this stage.

The site is to take vehicular access from Rocky Lane. Following the completion and opening of the Haywards Heath Relief Road (HHRR), Rocky Lane has effectively been severed and is now no longer a through road. The section of Rocky Lane from which access is to be taken presently serves only a small number of dwellings as well as providing pedestrian/cyclists access to Bolnore Village. This section of Rocky Lane joins the HHRR a short distance east of the site via an arm of the Sandrocks Roundabout.

The submitted drawing indicates that the existing access is to be relocated very slightly eastwards. The applicant would need to obtain the appropriate consents from the LHA prior to commencing works within the highway.

Stopping sight distances are indicated at the access on the submitted drawings. The SSD to the east assumes a 30mph speed of traffic. Given the short length of the access road from the roundabout, it is very unlikely that vehicle speeds would be in excess of 30mph. The SSD in these respects is acceptable. The plan indicates a 13metre SSD to the west (i.e. to that section of Rocky Lane that provides pedestrian/cyclists access). This distance would be adequate for emerging vehicle to see a cyclist travelling at 13-14 mph. The SSD has also been drawn to the nearside kerb edge where it's unlikely that a cyclist would be positioned. If the SSD were drawn to a more realistic position of a cyclist (for example, to the centre of the access road or to an offset from the kerb edge) then significantly greater visibility could be achieved.

The Transport Statement includes anticipated trip generation. The methodology applied (namely to determine a per dwelling person trip rate from TRICS and then determine modal splits from Census data for the area) is accepted. There are various issues with the TRICS sites selected inasmuch as certain parameters have been used that are not representative of developments location. The use of unrepresentative sites would primarily influence modal choice. However as TRICS has only been used for per dwelling person trip rates, with mode choices based upon Census data, this is unlikely to significantly vary regardless of where the site is.

The TS includes a capacity assessment for the Sandrocks Roundabout. Some of the assumptions used within this are representative of a worst case along with there being the potential for some 'double counting' of committed developments within the

base year scenarios. Even so, based on the details included it is evident that the anticipated number of car trips at peak times falls well below the 30 vehicle threshold included within the WSCC Transport Assessment Guidance to require capacity assessments. The LHA are satisfied that this proposal would not result in any capacity impacts that could be considered severe under paragraph 32 of the National Planning Policy Framework.

Matters of accessibility are considered within the TS. The site lies within reasonable walking and cycling distance of a range of services located towards Haywards Heath town centre. The site also lies closer to Haywards Heath than the development under construction on the southern side of the HHRR, for which no concerns were raised by the LHA regarding accessibility. The location of the site would provide a realistic opportunity for resident to travel by modes other than the private car.

On-site matters (parking and turning) are noted as reserved matters, so will be considered as part of any detailed application.

No highway objection would be raised.

If minded to approve this application, the following conditions are suggested.

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the approved drawing.

Reason: In the interests of road safety.

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres to the east and 13 metres to the west have been provided at the proposed site vehicular access onto Rocky Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Car parking space

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

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 Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current 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. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- 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.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) 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.

Ian Gledhill
Strategic Planning

APPENDIX C

**WEST SUSSEX COUNTY COUNCIL
STRATEGIC PLANNING CONSULTATION**

DATE: 23rd January 2017

**FROM: Dominic Smith TO: Mid Sussex District Council
FAO: Steve Ashdown**

SUBJECT: DM/16/5547

**Reserved Matters application for 30 residential units including details of
appearance, landscaping, layout and scale.**

Land South of, Old Rocky Lane, Haywards Heath

RECOMMENDATION:

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

West Sussex County Council, in its capacity as the Local Highway Authority, has been consulted on the reserved matters application for 30 units on land south of Old Rocky Lane. Outline consent, with the resolution of access matters, was granted under permission DM/5107/15.

The layout forms a single road arrangement providing access to parking within the site. Provision for turning is made at the western extent of the access road, and swept path tracking demonstrates that a refuse vehicle can turn within its confines and exit in forward gear.

Segregated pedestrian access is provided to the south, connecting to provision adjacent to the A272. To the north, access to Old Rocky Lane is provided through a shared use arrangement, consistent with provision along Old Rocky Lane.

In respect of parking, it is unclear whether the Applicant intends to allocate some spaces specifically to dwellings, or whether they are to remain unallocated. In the event that they are to remain unallocated, the WSCC Parking Demand Calculator indicates that a demand for 29 spaces would be generated. If 1 space is to be allocated to all private market dwellings, a demand for a total of 38 spaces would be generated, which is in keeping with the proposed provision. Similarly, a demand for 42 spaces would be generated if all dwellings are allocated 1 space each. The LHA are therefore satisfied that any of the suggested strategies could be utilised without overspill parking occurring.

The Applicant proposes a total of 64 covered cycle parking spaces. This is in excess of the WSCC minimum cycle parking standards, and therefore considered to be acceptable.

Parking is kept clear of the access, thus manoeuvring into and out of the spaces will not detrimentally impact on the operation of the access.

No objection is raised, subject to the following conditions.

Car parking space

No part of the development shall be first occupied until the car parking has been provided in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 Local Planning Authority.

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

Dominic Smith
Strategic Planning

APPENDIX D



File:/Volumes/MCP_PROJECTS/PROJECTS_2016/1676_ROCKY_LANE_HAYWARDS_HEATH/1676_CAD-PLANNING/1676_P_PLN/1676_P_ROCKY_LANE.pn

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architects

Blakers House | 79 Stanford Avenue | Brighton | BN1 6FA
01273 55 77 77 | mcp@morgancam.com | www.morgancam.com

Client

**CROSS CONSTRUCTION
(SUSSEX) LTD**

Project

**LAND SOUTH OF OLD ROCKY
LANE, HAYWARDS HEATH**

Drawing Title

PROPOSED SITE PLAN

Drawing Scale(s)

1:250 @ A1 1:500 @ A3

Status

PLANNING

Drawing Number

PROJECT - STAGE - DRAWING - REVISION

1676-P-003-P1

APPENDIX E



File:Volumes\MCP_PROJECTS\PROJECTS_2016\1676_ROCKY_LANE_HAYWARDS_HEATH\1676_CAD-WORKING\1676_W_PLN\1676_W_ROCKY_LANE.pn

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Rev P2 Car park layout amended 23.05.17

morgan cam partnership
architects

Blakers House | 79 Stanford Avenue | Brighton | BN1 6FA
01273 55 77 77 | mcp@morgancam.com | www.morgancam.com
Client

CROSS HOMES (SUSSEX) LTD

Project
LAND SOUTH OF OLD ROCKY
LANE, HAYWARDS HEATH

Drawing Title

PROPOSED SITE PLAN

Drawing Scale(s) Status
1:250 @ A1 1:500 @ A3 PLANNING

Drawing Number PROJECT - STAGE - DRAWING - REVISION

1676-P-003-P2

APPENDIX F

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Caroline Grist
FROM:	WSCC - Highways Authority
DATE:	16 December 2019
LOCATION:	Land South Of Old Rocky Lane, Haywards Heath
SUBJECT:	DM/19/4731 Erection of 5 no. three storey dwellings along with associated access, landscaping and parking.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	More Information
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 Strategic Planning 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.

Summary

This proposal is for the erection of five 3-bedroom dwellings with associated access, landscaping and parking. The site is located off of Old Rocky Lane, an unclassified road subject to a speed limit of 30 mph.

Content

The site currently has 30 residential flats and originally had 41 car parking spaces secured under application DM/16/5547. It was unknown whether these spaces were allocated.

Application DM/17/2583 sought the variation of condition 2 from DM/16/5547 to provide an additional 14 car parking spaces, bringing the site total to 55 spaces. This was based on 13 unallocated parking spaces for the 9 affordable two-bedroom units and 42 allocated parking spaces for the 21 private market two-bedroom units. Therefore, there are 4 remaining spaces for overspill/visitor parking for this site.

For application DM/19/4731, the applicant proposes 5 additional three-bedroom houses, with 5 car parking spaces. The parking demand calculator indicates that the 5 new homes would create an unallocated parking demand of 9 spaces and allocated parking demand of 11 spaces. Therefore, it is likely that the new homes will have to share the 4 existing overspill parking spaces with the other 30 flats.

Based on an unallocated demand for 9 parking spaces, overspill parking could be accommodated under the existing provision. However, this would utilise the existing 4 visitor/overspill spaces, which would not leave any overspill parking for the total 35 dwellings. The LHA expects that a single parking space per three-bedroom dwelling would be inadequate. How will the shortfall in parking spaces be accommodated for the entire development?

Conclusion

The LHA requires additional information before an adequate assessment can be made for this proposal. Please request the following from the applicant and re-consult.

- Justification for the proposed parking provision

- How will the shortfall in spaces be accommodated for the entire development?
- Are the proposed parking spaces to be allocated or unallocated?

Kyran Schneider
West Sussex County Council – Planning Services

APPENDIX G



File Location: /Users/mahadams/Library/CloudStorage/OneDrive-DatumArchitectsLimited/DA2401/ROCKY_LANE/DA2401_CAD-PLANNING/DA2401_P_ROCKY_LANE/27_MODEL_Planning.dgn
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datum
architects
Delta House 16 Bridge Rd
Haywards Heath RH16 3AU
Tel 01444 777950
office@datum-architects.co.uk

Client	CROSS HOMES (SUSSEX) LTD		
Project	6no. ADDITIONAL UNITS KILNWOOD APARTMENTS, ROCKY LANE, HAYWARDS HEATH		
Drawing Title	PROPOSED SITE PLAN		
Drawing Scale(s)	1:250 @ A1	1:500 @ A3	Status PLANNING
Drawing Number	PROJECT - STAGE - DRAWING - REVISION		

DA2401-P-03