

Transportation Advisory Note

Proposed Change of Use From Holiday Let to Residential – Tyler House, Cross Colwood Lane, Bolney, Haywards Heath, Sussex.

Subject: Highway Appraisal

Date: 29th May 2024

Overview

This Transportation Advisory Note is provided to support the planning application for the above project, providing an overview of the suitability of the access to/from the site. The site is located to the west of the centre of Bolney – see Figure 1 below and the proposed site layout is included as **Appendix A**.

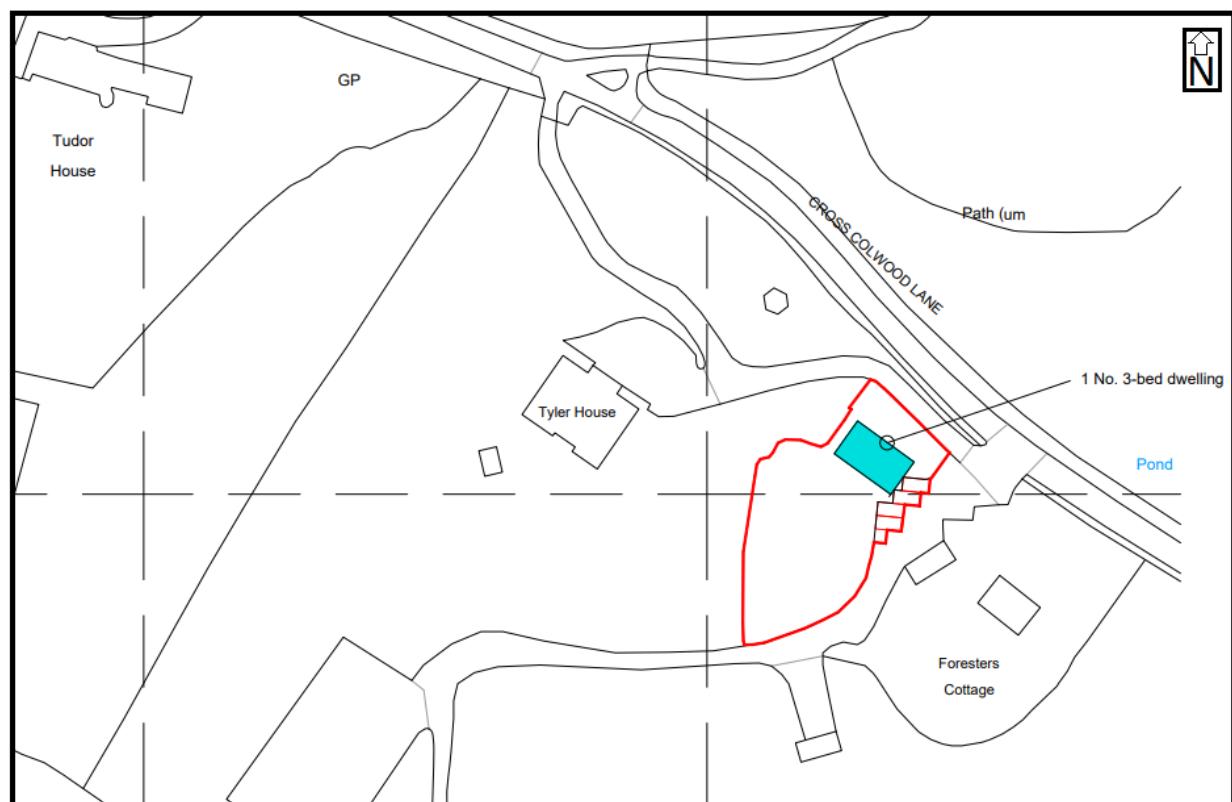


Figure 1 - Site Location

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Related Planning History

10/00139/COU - Change of use of existing Squash Court to holiday accommodation - Approved.

The Highway Authority did not raise any objection and stated: '*West Sussex County Council was consulted previously on Highway Matters for this location under planning application no. BK/113/01 to which no highway objections were raised. 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. The proposal is for the provision of holiday let accommodation to replace an existing squash court at this site, which accesses onto Cross Colwood Lane - which is an unclassified road – via two access points. From an inspection of the plans alone this would appear to be a relatively small scale development, and would not be anticipated to give rise to a significant increase in vehicle movements at this site. It would be recommended, however, that vegetation under the applicant's control adjacent to the highway be maintained regularly in order to maximise visibility for vehicles exiting from both access points onto Cross Colwood Lane. Furthermore, any future application to convert the building to a permanent dwelling should demonstrate the suitability of the access point(s) to be used.*'.

12/00700/FUL - Demolition of existing squash court (approved for holiday let 10/00139/COU) and existing covered swimming pool and erection of two holiday lets and garaging on same footprint - Approved.

No Highway Authority consultation.

DM/17/3330 – Pre- Application Consultation – Proposed Redevelopment of Brownfield Site With Residential Development – Advice given.

Highway Authority did not comment regarding the existing/proposed access.

DM/19/4236 - Demolition of the existing squash court and swimming pool. Erection of two holiday lets and garaging with home office above. Approved.

The Highway Authority did not raise any objection and stated: - '*The proposed plans indicate that the site can be accessed via two access points to the northeast and northwest. The existing accesses will be in shared use with 'Tyler House' and 'Foresters Cottage'. Both accesses lead onto*

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the publicly maintainable Cross Colwood Lane which is an unclassified road subject to national speed limit. This application does not propose modifications to the existing access points onto Cross Colwood Lane. There have been no recorded injury accidents within the vicinity of the site; therefore there is no evidence to suggest that the existing accesses are operating unsafely. Given the small scale nature of the proposal, and existing use of the site, is not anticipated that the proposal will result in a material intensification of use of the access point onto Cross Colwood Lane. The application form states that parking provision of 3 spaces is proposed. However, the proposed site plan indicates that seven parking spaces will be provided on site. Three spaces will be situated within the proposed garage adjacent to the holiday accommodation buildings. The proposed garages appear to meet minimum internal specifications of 3 x 6m for a single garage as set out within Manual for Streets. I note that the presence of the staircase within the northernmost garage reduces the available width, although this is not anticipated to result in a highway safety concern. The Planning, Design and Access Statement indicates that the three garage spaces will serve the existing dwelling. The four external parking spaces are assumed to provide parking provision for the proposed holiday let units. Under the WSCC Parking Guidance (updated August 2019), there is no longer a standard for holiday let use. Within the previous WSCC Car Parking Standards the anticipated parking demand for holiday let use is one parking space per bedroom. As such, the proposed parking provision of four external spaces is anticipated to be sufficient for this proposal. Each space meets the minimum specifications of 2.4 x 4.8 m as stated in Manual for Streets (MfS). Space is available within the site for vehicles to turn and egress in a forward gear. Given that the office area is intended to be used ancillary to the residential use of the site, it is anticipated that this would not generate any additional demand for parking above that proposed within the garage. In order to promote sustainable transport modes over the use of the private car, the applicant intends to provide cycle storage within the proposed garages. No objection is therefore raised and conditions are recommended to secure the car parking and cycle storage.'

DM/21/4091 - Proposed holiday let, to replace approved application for two holiday lets (DM/19/4236) – Approved.

Highway Authority did not comment regarding the existing/proposed access.

Existing Site Use

The site is currently holiday let accommodation.

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Access & Highway Appraisal

There are two existing access points, north and south of the site serving both which have been in use for many years and provide direct access for the site and 2 additional properties to/from the Classified D highway, Cross Colwood Lane – see ([Appendix A](#)) and Plate 1 below. It is considered the proposed unit would be most likely, due to proximity to utilise the southern access on a daily basis.



Plate 1 – Existing Site Access to/From Cross Colwood Lane

Cross Colwood Lane has a National speed restriction past the site and on-site assessment of passing vehicles shows that speeds are, on average, much lower at approximately 30mph or lower as befitting of a rural country lane. Plates 2 & 3 overleaf show the existing emerging visibility available from the existing, wide access.

Technically, the emerging visibility splays should adhere to guidance within Design Manual for Roads and Bridges (DMRB) a fairly archaic document referenced for major 'A' Class roads and motorways utilising technical data for vehicles prior to advance braking systems and the modern much lighter vehicles. Given the average speeds past the site, guidance provided within Manual for Streets (MfS) would be a more accurate assessment tool ie 43m for 30mph rather than 90m as per DMRB. Whilst the MfS levels of emerging visibility are *recommended* distances it is worthy

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of note that the Highway Code, which all drivers must study, actually states that at 30mph the '*Typical Stopping Distance*' is 23m, 9m '*thinking distance*' and 14m '*Braking Distance*'. This is an important consideration as the onus upon safe access/egress is not solely reliant upon the emerging driver, it should also consider the approaching drivers who are, required by law, to drive 'with due care and attention' ie be aware of both approaching and emerging vehicles and respond accordingly. Forward visibility for drivers approaching the site from both directions is excellent and well within the recommended sight stopping distance (SSD) of both MfS and The Highway Code.



Plate 2 – Emerging Visibility South Onto Cross Colwood Lane

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Plate 3 – Emerging Visibility North Onto Cross Colwood Lane

Investigation of the last 24 years of recorded collision data (www.crashmap.co.uk) demonstrates that there have been no recorded incidents between vehicles and/or pedestrians at, or either approach to, the access points. The absence of any recorded collisions and indication of severe braking, ie skid marks, is considered clear **evidence** that the accesses operate and have operated safely for many years. As stated previously on this site, see above, the highway authority determined that '*There have been no recorded injury accidents within the vicinity of the site; therefore there is no evidence to suggest that the existing accesses are operating unsafely.'*'

As shown in the proposed layout (**Appendix A**) the residential unit will be served off the main access and have on-site parking and turning provision. The car/cycle parking levels respond to West Sussex parking guidelines.

Trip Rate Analysis

The long held industry average for dwellings within the UK are 7 vehicular trips per residential dwelling daily. However, a recent report by TRICs ('Guidance Note on the Practical

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Implementation of the Decide & Provide Approach' Feb 2021) found that the number of daily trips plus the desire to travel by car have dropped. The report states:

'There is now evidence going back 25 years that we are travelling less today than we used to. On average, 16% fewer trips are made now than in 1996. We use motorised transport for almost 100 (14%) fewer trips per year than in 2002. Person miles are 10% less than in 2002 and people are spending 22 hours less time travelling than in 2005, and less than at the start of the 1990s...'.

Studies have shown that even pre-Covid online shopping had been growing at around 10-12% per year and in 2018 represented almost 17% of total UK retail sales with a 30% decrease in physical shopping trips over the past decade and a 16% decline in distance travelled. The report adds '*The Covid-19 pandemic has amplified this trend. Office for National Statistics (ONS) retail sales figures show that online sales as a proportion of all UK sales hit a record high of more than 30% in May 2020 during lockdown...*'.

Evidence shows that the generation gap in how much people are travelling has closed and, most significantly, younger people are far less likely to have a driving license and subsequently drive less than previous generations. The report states '*It is important not to assume that future generations will follow the same patterns of previous generations as they age. Younger generations are travelling less – 20% less for 17 to 34 year olds and 10% less for 35 to 64 years olds...Driving license take-up: Specifically, whereas in 1993 55% of 17 to 20 year old males held a license this is now 33% with the corresponding figures for women being 42% and 29%...*'.

Apart from the Covid effect increasing the numbers of people working from home the recession and decline in disposable income will, moving forward, affect travel choices including social interactions, which are more commonly being undertaken online, all of which affect trip making. The report refers to the Department for Transport's substantive review of travel to work trends in 2017 which revealed '*...that there has been a substantial decrease in commuting trips between 1988/92 and 2013/14, from 7.1 journeys per worker per week down to 5.7 journeys. The average distance to work has increased by 10% and the number of people in work has never been higher. The net effect of this, despite the previous economic growth and population growth, is a decline in annual commuting trips from 8.5 billion to 7.9 billion.*'.

The long term effect of the Covid 19 crisis has yet to be fully assessed but it must be accepted that residents working practices, with an increase of home working, the increase in Teams and Zoom meetings online etc will have a major impact by reducing the peak hour travel rates over the coming years.

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The existing planning consent for a single holiday let plus the previous 2 holiday lets would be likely to generate similar if not greater vehicular trips daily than that of a single residential dwelling. Admittedly, the majority of holiday let trips would be outside the peak hour periods, albeit many holidaymakers would be returning after a day out in the PM peak. As detailed above, working practices have altered since Covid and there is a much greater preference to work from home or utilise more flexible working hours. As stated previously on this site for the two holiday let application, see above, the highway authority determined that '*Given the small scale nature of the proposal, and existing use of the site, is not anticipated that the proposal will result in a material intensification of use of the access point onto Cross Colwood Lane.*' and it is considered that a single residential unit would not alter this reasoned view.

Sustainability

The benefits of non-car travel are clear environmentally but there is also a health benefit for the participants from reduction of stress by removing the need to drive long distances to personal health through walking and cycling. An often hidden benefit is the cost savings for the individual from car free travel. UK car owners spend over £3,500 to run their cars each year. Besides the purchase price, the biggest expenses of car ownership are petrol or diesel (£1,400+ a year estimated now due to rising petrol and diesel prices), motor insurance (£561 a year), and repairs and servicing (£273 a year). In addition, road tax, parking fees & permits, driving lessons, car clubs, fines and other upkeep expenses cost an additional £259 a year per vehicle. (www.nimblefins.co.uk).

Whilst there are no identified specific cycle routes/facilities within the area there is a well maintained road system, conducive to encouraging cycling. The recent rises in fuel prices has seen cycle sales soar with more bikes bought than cars. Cycle sales are outstripping cars as families look to cut costs. Recent sales figures suggest that Britain is becoming a far more enthusiastic cycling nation than its major European counterparts with average UK sales of 3.6 million bikes per year, compared with just over 2 million cars – a gap of 1.6 million. The Covid impact also encouraged more people to buy and use cycles as part of their daily exercise with the realisation that commuting by bicycle is a realistic option. Younger people in particular have caught the cycling bug, with half of 18 to 29 year-olds intending to cycle more, according to a survey of 500 people by RBC Capital Markets. This compares with 40% of all adults who say they want to be fitter and healthier. More people have taken up cycling as a hobby over the past few years, (during Covid lockdowns roads were lightly trafficked), and many are more are now also commuting to work by bike. Halfords recently disclosed that electric bikes and scooters have

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been its biggest sellers in the past 12 months, and e-bikes tend to be three times the price of normal bikes. The higher-end bicycle retailer Tredz posted 60% growth in like-for-like sales during the last Covid lockdown – in the first seven weeks of 2021 – and sales of traditional children and adult bikes were also up 43%.

With the recent innovation and popularity of electrically assisted bicycles or ‘E-bikes’ helping riders get up hills more easily and greatly reduce journey times – outlying areas like Haywards Heath, Burgess Hill and even Horsham, would be easily accessible. The electric assisted bike can be a viable replacement for a car with all the environmental, financial, and other benefits that this entails. E-Bikes also carry heavier loads more easily than with a regular bike, so many commuting and leisure trips would now be an even more realistic possibility.

The developer will provide cycle parking on site for residents within their property.

Travelling by bus is a realistic option for residents wishing to access the local facilities and further afield providing a regular service across the local area throughout the day. The nearest bus stops are located approx 1.5km to the south of the site on Cowfold Road.

Haywards Heath rail station is within cycling distance being less than 6 miles from Bolney and has regular train services south to Brighton, Littlehampton, Eastbourne and Hastings, and north to London (Victoria via Southern Rail and King’s Cross/St Pancras and beyond via Thameslink).

There are a number of supermarkets locally which offer home grocery delivery service, and each has its own website for residents to access and order their weekly shop. Stores also offer ‘Click & Collect’ where residents may pick up ordered groceries at their convenience, driving home after work for example.

It is concluded that the existing highway network would satisfactorily accommodate the low traffic levels arising from the proposed development and therefore the traffic impact of the scheme is considered to be acceptable.

Summary & Conclusion

Summary

This Transportation Advisory Note has been produced to consider the likely impact of the

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proposed change of use from holiday let to a single residential unit at Tyler House, Cross Colney Lane, Bolney, Haywards Heath.

The above report demonstrates that the continued use of the existing access(es) by the dwelling would be safe and suitable for all users. There would not be an unacceptable impact on highway safety, nor will the residual cumulative impacts on the road network be severe. The proposed residential use also helps address the housing shortage in the local area.

Conclusion

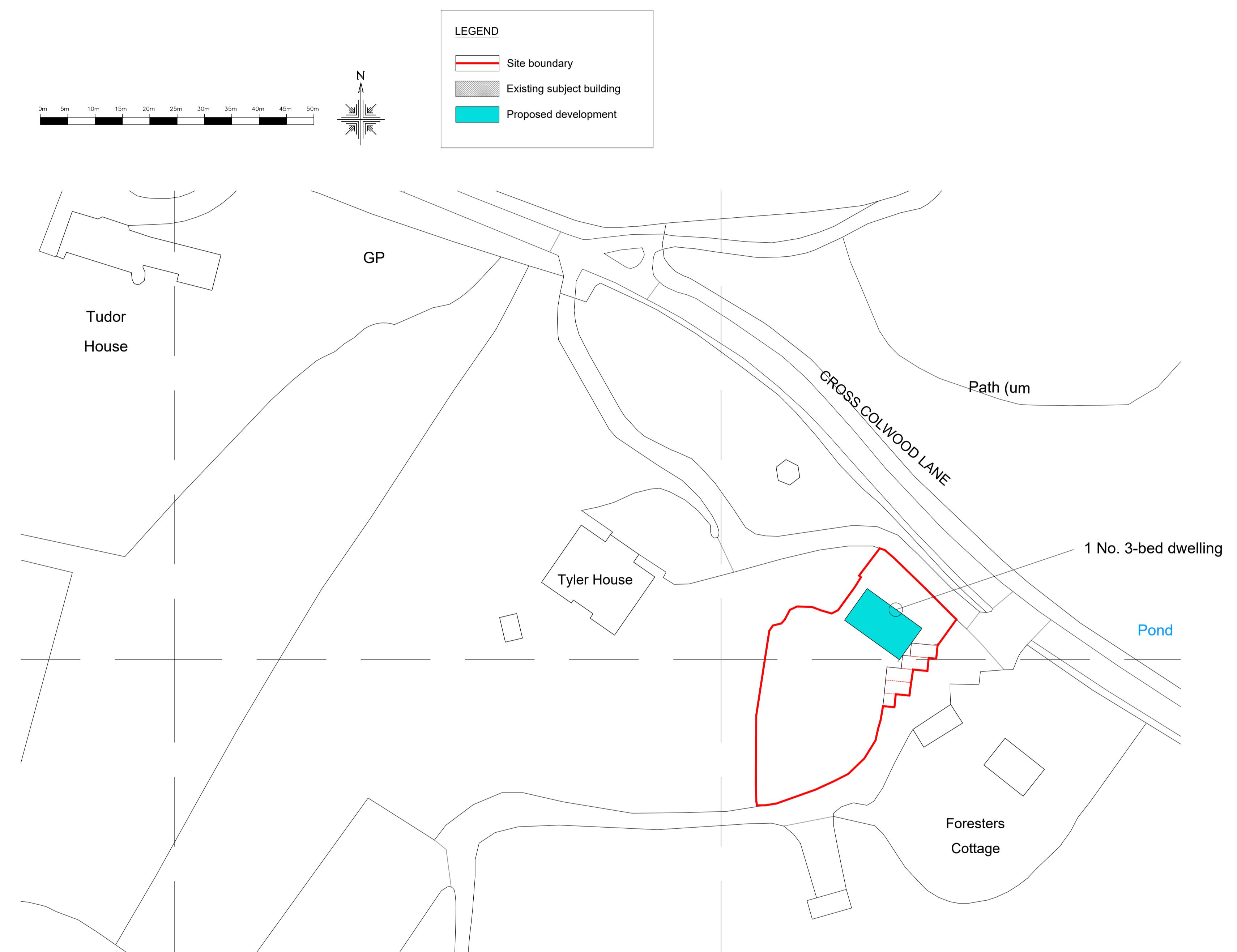
From site inspection, it has been established that the existing/proposed site access and approach roads will provide a safe and suitable access to serve the proposed unit without endangering existing or future highway users. It is considered that the proposal would not have an unacceptably adverse or severe effect on highway safety and therefore the development should be acceptable on transport grounds.

Jon Pearson FIHE
Transport & Highway Consultant

Appendix A

GENERAL NOTES
 All measurements are to be taken from site prior to the commencement of works.
 All structural elements to be designed and specified by the structural engineer.
 All drainage to be thoroughly investigated on site and contractor to confirm final design.
 Final kitchen, bathroom & utility layouts/fittings/fixtures tbc by client & supplier/installer.
 Position & number of electrical sockets and lighting points tbc by client and installed by a fully qualified electrician.
 All gas works to be carried out by a fully qualified gas contractor.
 All work is to be carried out in accordance with the Building Regulations as a minimum requirement.

LEGEND	
	Site boundary
	Existing subject building
	Proposed development



Proposed Block Plan
1:500 @ A1

DATE	REVISION	DESCRIPTION
00.00.00	V-	...

PROJECT:
Tyler House, Cross Colwood Lane,
Bolney, West Sussex

CLIENT:
Duke Harvey



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M: 07747 144707
www.catarchitecturalservices.co.uk
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TITLE:
Proposed Block Plan

PROJECT No: DRAWING No: REVISION:
2019/021 06 /

DATE: SCALE: DRAWN:
22.05.2024 1:500 @ A1 CT

DRAWING STATUS:
PLANNING