

TRANSPORT REPORT

GARAGE BLOCK REAR OF 34 TO 56 AMERICA LANE, HAYWARDS HEATH

SEPTEMBER 2021



Reeves Transport Planning

PRODUCED for RAYFORDS LLP

PRODUCED by REEVES TRANSPORT PLANNING LTD

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1. INTRODUCTION

1.1 Reeves Transport Planning is appointed to provide a Transport Report in support of a proposed residential development that will replace a garage block at the rear of 34 to 56 America Lane, Haywards Heath. A site location plan is attached at Appendix 1.

1.2 The proposal is submitted to Mid Sussex District Council with planning reference DM/21/2129. The Local Highway Authority (LHA) has been consulted and the response is attached at Appendix 2.

1.3 The questions and issues concerns raised by the LHA can be summarised as:

- **Ownership**

The LHA requests clarification of land ownership and rights of access.

- **Emergency Access**

The LHA requires tracking plans that illustrates how cars, emergency and service vehicles will use the space available.

- **Effects of Existing Parking Demands**

The LHA expects the current parking demand to be accommodated and that overspill is considered.

- **Proposal's Parking Demand**

The LHA asks that the implications of any overspill parking demand derived from the proposal is assessed.

- **Cycle Parking**

The LHA would like the proposed cycle parking provision to be improved.

1.4 West Sussex County Council's summary states that they require:

- Details of red and blue boundaries
- Details of surface treatment and how changes in ownership will be dealt with

- Servicing arrangements for shops
 - Tracking plans for service/emergency vehicles, use of car parking spaces
 - Car parking beat survey to access levels of on-street parking availability.
- 1.5 The LHA comments confirm that there are no concerns regarding the proposal's trip rates, the site's general accessibility and sustainability, or the local area's collision records.
- 1.6 This Transport Report is drafted with reference to the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, which was published March 2014. It will focus on the issues raised by the LHA and evidence the minimal transport impact of the proposed development.

2. POLICY CONTEXT

- 2.1 This section of the Transport Report sets out the relevant policies, at a national and local level, that this proposal will be judged against.
- 2.2 The *National Planning Policy Framework*, updated July 2021, details the Government's planning policy and is a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport. Paragraph 85 states that *'planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites*

that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.'

2.3 Paragraph 110 of the [NPPF](#) informs that '*in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46'.

2.4 Paragraph 111 continues that '*development should only be prevented or refused on highways grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe**'.*

2.5 The [Mid Sussex District Plan 2014-2031](#) was adopted in March 2018. It explains the vision for Mid Sussex and presents the delivery strategy to achieve it. It supports the [NPPF's](#) '*presumption in favour of sustainable development*' and reflects its requirements to set out a clear economic vision and strategy, as well as identify strategic sites and criteria for supporting inward investment and existing businesses.

2.6 [Policy DP1: Sustainable Economic Development](#) encourages new businesses to the area to meet aspirations for economic growth and the wider benefits that this will bring.

2.7 [Policy DP21](#) confirms that development is required to support the objectives of the [West Sussex Transport Plan 2011-2026](#), which are:

- *A high-quality transport network that promotes a competitive and prosperous economy;*

- *A resilient transport network that complements the built and natural environment whilst reducing carbon emissions over time;*
- *Access to services, employment and housing; and*
- *A transport network that feels, and is, safer and healthier to use.*

2.8 The policy also states that to meet the council's strategic objectives development proposals will take account of whether:

- *The scheme is sustainably located to minimise the need for travel noting there might be circumstances where development needs to be located in the countryside, such as rural economic uses (see policy [DP14: Sustainable Rural Development and the Rural Economy](#));*
- *Appropriate opportunities to facilitate and promote the increased use of alternative means of transport to the private car, such as the provision of, and access to, safe and convenient routes for walking, cycling and public transport, including suitable facilities for secure and safe cycle parking, have been fully explored and taken up;*
- *The scheme is designed to adoptable standards, or other standards as agreed by the Local Planning Authority, including road widths and size of garages;*
- *The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport; and with the relevant Neighbourhood Plan where applicable;*
- *Development which generates significant amounts of movement is supported by a Transport Assessment/Statement and a Travel Plan that is effective and demonstrably deliverable including setting out how schemes will be funded;*

- *The scheme provides appropriate mitigation to support new development on the local and strategic road network, including the transport network outside of the district, secured where necessary through appropriate legal agreements;*
- *The scheme avoids severe additional traffic congestion, individually or cumulatively, taking account of any proposed mitigation;*
- *The scheme protects the safety of road users and pedestrians; and*
- *The scheme does not harm the special qualities of the South Downs National Park or the High Weald Area of Outstanding Natural Beauty through its transport impacts.'*

2.9 This Transport Report will demonstrate that the proposal fully complies with the requirements of both local and national policy objectives.

3. EXISTING CONDITIONS

Site and Environs

- 3.1 The site is located to the rear of a parade of shops, with flats above, on America Lane, Haywards Heath. The site consists of 18 private garages and 16 of these garages are part of this application.
- 3.2 The site has two access points that are served via Boston Road.
- 3.3 A survey of traffic using the lane was undertaken on Thursday, 9th September 2021. The traffic data is attached at Appendix 3.
- 3.4 The data informs that there was a total of 46 vehicle movements and 46 pedestrian movements over the course of the day. 14 vehicle movements were associated with dropping off or collecting materials stored in the garages and these are shaded grey in the datasheet.
- 3.5 12 of the 16 garages are currently rented to tenants, and their home addresses have been provided by our client. It should be noted that 3 tenants rent two

garages each. The data confirms that only one of the current tenants lives at an address that could affect local on-street parking conditions. Mapping data indicating the home addresses of current tenants is attached, as Appendix 4.

- 3.6 Our client has confirmed that none of the garages are used for car parking and that all are used for storage, which is evident from the collected traffic data. Photographs of the garages that illustrate the lack of daily use are attached at Appendix 5.
- 3.7 The parade of shops at America Lane consists of seven units and four are currently occupied. There is a takeaway food outlet, barbers shop, hair salon, and community facility, and the current shop frontage is illustrated in Appendix 6. The former public house on the opposite side of the Boston Road/America Lane east junction is a convenience food store.
- 3.8 None of the occupied shops generate a demand for large commercial vehicles and only the food take-away receives deliveries, which are normally in small to medium sized vans.
- 3.9 The surrounding streets are typically residential with appropriate footways and street lighting.

4. PROPOSED DEVELOPMENT

- 4.1 The proposal seeks to demolish the existing garages to the rear of 34 to 56 America Lane and erect a new residential building.
- 4.2 The building consists of six one-bedroom and two two-bedroom residential flats.
- 4.3 The proposed development includes 12 cycle parking spaces and five on-site car parking spaces.

5. RESPONSE TO LOCAL HIGHWAY AUTHORITY

- 5.1 The following section will address each of the LHA's comments and question using the summary listed in paragraph 1.3 as headings. We have sought clarification on the points raised in the LHA's consultation response. A copy of the communication is attached at Appendix 7.

Details of red and blue boundaries

- 5.2 The ordnance survey base map includes a discrepancy that indicates the pinch point, indicated on the original submission as 2373mm. The pinch point has been removed and the updated plans. Our client has confirmed that they have a right of way across the separate parcels of land that fall outside their ownership and over the whole length of road.

- 5.3 The same rights will be transferred to new tenants of the proposed development.

Details of surface treatment and how changes in ownership will be dealt with

- 5.4 Our client has a right of access over the land, so it is not necessary to delineate changes in ownership. The surface within our clients ownership that abuts the hardstanding areas owned by 3rd parties will be resurfaced. Details can be secured by condition.

Servicing arrangements for shops

- 5.5 Currently, it is only the takeaway shop that needs any form of deliveries at the parade of units, and this is via a medium sized van that uses the layby on America Lane. None of the shops are serviced via the proposed development site access.

- 5.6 It is unlikely that the vacant units will be occupied by a large retail outlet given the adjacent convenience food store, so limits the size of delivery vehicles.

Tracking plans for service/emergency vehicles and use of car parking spaces

- 5.7 Appendix 8 includes tracking plans that demonstrate cars using the parking bays at the narrowest section of the access, a proposed parking bay and a plan that illustrates an emergency vehicle passing through the access.

5.8 The tracking plans confirm that the proposed development does not affect the various parking spaces or passing widths. It is reasonable to assume that, if the vacant shops become occupied, the delivery vehicles will not be larger than a fire appliance, which is tracked in Appendix 8. Accordingly, the plans demonstrate that the access is suitable to be used by the full range of vehicles that will require access.

5.9 With regard to the width of an access for a fire appliance paragraph 6.7.3 of Manual for Street expands on the published guidance. It advises that the Association of Chief Fire Officers (ACFO) clarified that a 3.7metre carriageway (kerb to kerb) is required for operating space at the scene of a fire; the access route could be reduced to 2.75, provided the pump appliance can get to within 45 metres of dwellings entrances. All of the development is within 45 metres of Boston Road.

Car Parking Beat Survey to assess levels of on-street parking availability

5.10 Nomis data was interrogated by the LHA to understand the car ownership patterns in the local area. The LHA comments, attached at Appendix 7, confirm that their parking demand assessment is circa 8.5 cars.

5.11 As noted, twelve of the garages are currently occupied, 3 tenants renting two garages each and none of the garages are used for car parking. Therefore, the increase in on-street parking demand is likely to be circa four spaces when considering the proposed on-site parking provision.

5.12 A Parking Beat Survey (PBS) was undertaken, on Wednesday, 15th September 2021 between 1.00am and 2.30am and on Tuesday 21st September 2021 between 3.00am and 4.00am, to understand the current parking demand on local streets. These times are when resident demand is at its highest.

5.13 The PBS covers streets that are a maximum of 180 metres walk from the application site, typically a two minute walk. The methodology used reflects the standard approach recommended by West Sussex County Council and other Local

Highway Authority's in the area. Each section of kerbside parking has been measured and rounded down to the nearest whole number, which has then been divided by five metres, and again rounded down. This exercise presents data for the theoretical maximum vehicle parking capacity.

- 5.14 The theoretical maximum parking capacity will not be representative of the actual capacity. This is because residents and visitors will not park on both sides, as this would block the free flow of two-way traffic. Usually, maintaining the free flow of traffic is addressed with on-street controls but there are no local parking controls.
- 5.15 Accordingly, sections Boston Road have been removed from the analysis to ensure that the parking demand generated will not affect the free flow of traffic. These sections are shaded grey on the attached data sheets and mapping. The results will confirm the level of parking stress while maintaining free flow, which should not be confused with blocking of the road.
- 5.16 The PBS data informs that there was an average of 14 vehicles parked and seven empty parking spaces on Boston Road, which represents a parking stress of 67% on the street immediately adjacent to the proposed development. The nearest sections of America Lane had an average of 22 vehicles parked and 35 empty spaces, which represents an overall average of 39%.
- 5.17 The parking stress on Boston Road increases to 86% when the proposed development's on-street parking demand is added and, when America Lane is included, it is 52%.
- 5.18 Typically, a parking stress threshold of 85% is a material consideration within a controlled parking zone. In other situations, such as outside controlled parking zones, a threshold of 90% is reasonable and ensures that 10% spare capacity is retained to accommodate daily variation.
- 5.19 Full details of the survey route, survey key, and mapping of the highlighted sections pertinent to the proposal are attached at Appendix 9.

Improve cycle storage facilities

- 5.20 The constraints of the site mean that cycle parking is already maximised. It is not possible to make further improvements to the proposed layout.

6. SUMMARY AND CONCLUSIONS

- 6.1 Reeves Transport Planning is commissioned to provide a Transport Report in support of a proposal for a residential building on land currently occupied by garages to the rear of 34 to 56 America Lane, Haywards Heath.

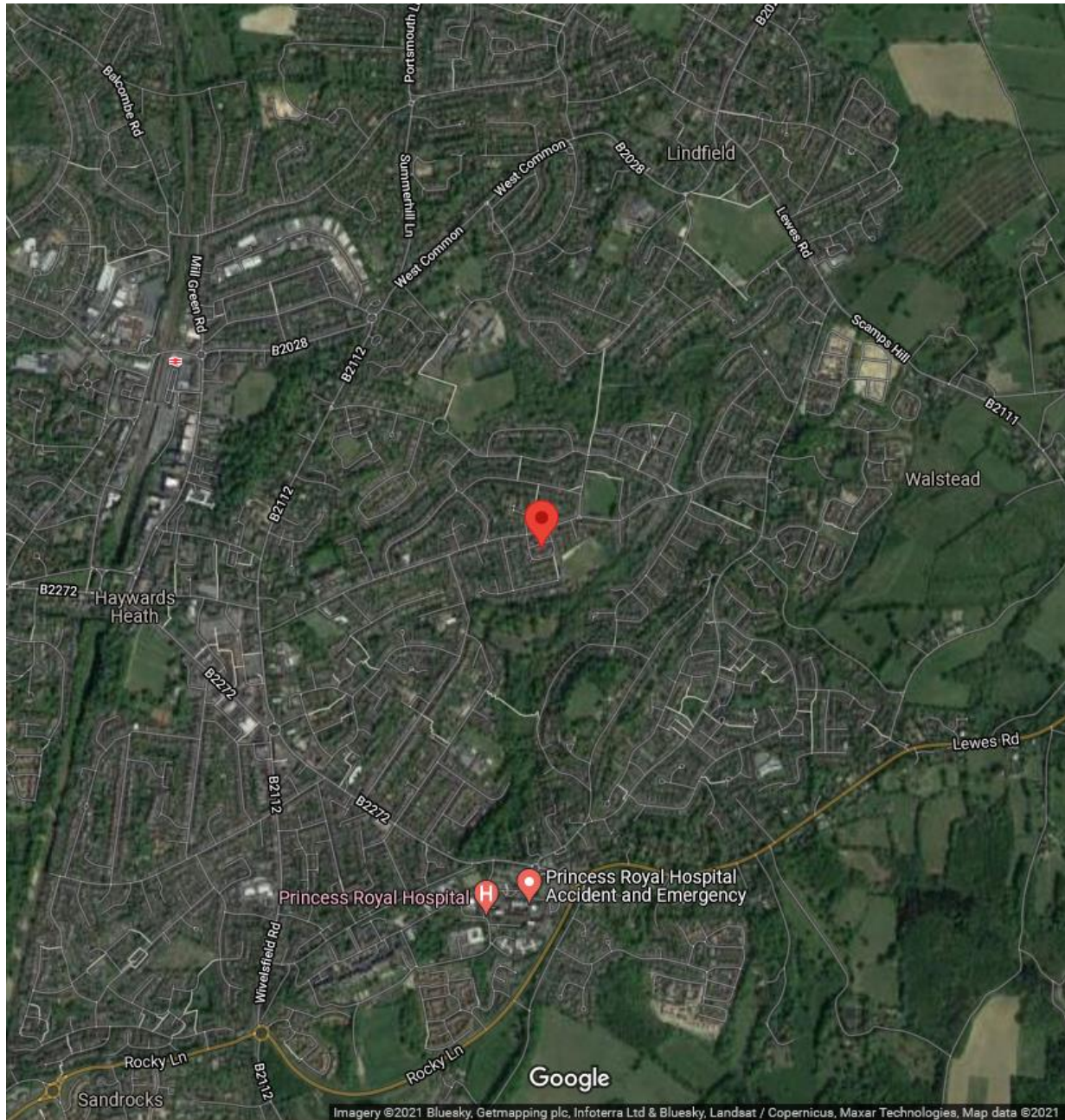
- 6.2 The Local Highway Authority consultation response to the proposal raised a number of questions and each issue has been addressed.

- Our client has a right of way over the land that falls outside their ownership and has confirmed that this right will be transferred to the new tenants of the proposed development. Therefore, it is not necessary to delineate separate land ownership.
- The shop servicing and tracking plans provided demonstrate that the proposal will not materially alter the existing conditions.
- The collected Parking Beat Survey data informs that the potential increase in parking demand can comfortably be accommodated on the local streets within a short walk of the proposed residential development.
- Cycle parking provision is included in the proposal at the optimum level possible for the site.

- 6.3 On this basis, taking all the relevant information into consideration it is considered that the proposed development will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety so should not be refused on transport grounds.

Appendix 1.

Site Location Plan



Appendix 2.

Local Highway Authority Consultation Response 12th July 2021

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	WSCC - Highways Authority
DATE:	12 July 2021
LOCATION:	Garage Block Rear Of 34 To 56 America Lane Haywards Heath West Sussex
SUBJECT:	DM/21/2129 Demolition of existing garages and erection of 8 new dwellings (6 x one bedroom flats and 2 x two bedroom flats).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More information/Modification
S106 CONTRIBUTION TOTAL:	n/a / £ See below for breakdown.

The proposal above has been considered by WSCC as the County Highway Authority. Modifications are required.

Location & Access Road

The site is located off the public highway in an area currently used as a private garage compound and service route behind a parade of shops. There are flats above the shops with parking to the rear, and the service road is accessible at both ends from Boston Road, a 30mph residential crescent.

The current width of the access road is 8m, although the placing of refuse bins, and parked cars in its current layout makes this narrower in places. The road surface condition is rutted, and uneven. There are no footways and the road does not form part of the public highway network, nor does it appear to be maintained to any standard. It will not be put forward for adoption.

Ownership

Any issues regarding access rights and ownership would need to be resolved outside of the planning process. It is unclear if the applicant owns the entire access road as the red site plan is in the centre of the access road. Land ownership should be shown on the plan with a blue line to see if this is the same or different from the site proposal.

Proposal

Demolition of all but two of the existing garages, will make way for the creation of 4 x 1 bed flats, 2 x 2 bed flats, and 2 studio flats: a total of 8 dwellings. A demolition and construction management plan will be required given the proximity to the shops and houses. This access will need to be kept open at all time to ensure access to the flats is possible.

Access Road

The layout of the buildings will encroach into the existing access road, and reduce its current width of 8m, down to 3m outside the main flat development. Manual for streets 7.2.3 recommend in lightly trafficked streets carriageways may be narrowed over short lengths, and 3m would allow a single car to use the road from end to end.

Servicing

WSCC need to understand how frequently the road is used for servicing the shops on the main parade. Details regarding the location of loading and unloading of deliveries, size, type, and frequency also need to be provided.

Emergency Access

Whilst 3m will allow a single car to use the road, fire engines require 3.7m from kerb to kerb. Advice has been sought from the Fire and Water Access Manager and the following comments highlight there is a problem with the width of the access unless a turning head can be provided.

'The access for a Fire Appliance needs to be 3.1 metres through a gateway and 3.7 metres between curbs, 3.7 metres then gives us sufficient space to operate and use the equipment carried on the appliance. If this access space is only 3 metres, the first concern is this does not conform with the requirements of Approved document – B (AD-B) Volume 1 2019 edition B5 section 13. Also, there will be additional cars now parked in this road with the removal of garages and people visiting the houses.'

Although there is an entrance either end, if the Fire Appliance cannot drive through to make there exit a turning area or hammer head is required within 20 metres, this section of road is almost 70 metres in length, if it is not kept clear both ends and sufficient width to pass through the Fire Appliance would potentially need to reverse more than the maximum of 20 metres and along a narrow road, so it would not comply.

Evidence will be required showing adequate Fire Service access has been provided and complies with AD-B requirements, as the 3-metre road width does not comply'

Swept Paths

Swept Path diagrams should be submitted to show how cars, emergency vehicles and service vehicles, will use the space. The largest vehicle should be used but it is also important to see how cars, and delivery vehicles can use the proposed space.

Existing Parking

We need to know how much parking is associated with the existing flats above the shops. This is to ensure the plans for the development can accommodate new and existing parking needs. WSCC recommend a parking beat survey is undertaken to evaluate the existing needs to help shape the proposal in line with how the access road is currently used.

Parking

Some parking for the use has been provided, and 5 spaces are in an under-croft parking arrangement. These spaces have been measured and provide spaces which are slightly larger than the recommended 2.4m x 4.8m. The WSCC car parking calculator has been used to see what the expected parking demand could be from this mix of dwellings, and the results are below: -

Ward	District	Parking Beh
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Haywards Heath Bentswood	Mid Sussex	4
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Ward Finder			
Postcode		Ward	Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3	6	6
2	4	2	3
3	5 to 6	0	0
4+	7 or more	0	0
Total		8	9

PARKING DEMAND INCLUDING ALLOCATED PARKING				
Number of Bedrooms	Number of Habitable Rooms	Enter Total Number of Allocated Spaces	Unallocated Parking Demand	Total Parking Required if Design Allocated Used
1	1 to 3	3	3	6
2	4	2	2	4
3	5 to 6	0		
4+	7 or more	0		
Total		5	5	10

This suggests that whilst 5 spaces would only be provided up to 10 space might be required. As such WSCC would be concerned that additional parking has not been provided and would require an audit of the current parking situation locally to see if this can be accommodated elsewhere within the application site or within surrounding roads.

A desktop 'street-view' search gives the impression of a mix of driveway and off-street /on-street parking. However, the best way to determine the level of parking is to undertake a Parking Survey during times of the day when people are at home, usually early mornings, and late evening. Details of how to undertake a parking beat survey are on the WSCC website, under information for developers.

<https://www.westsussex.gov.uk/roads-and-travel/information-for-developers>

Cycle Storage

Cycle storage has been provided in the rear gardens or in allocated cycle stores. Given the small amount of space in the rear courtyards it is unclear if these will be covered and secure? Whilst the studio apartments have separate stores for the bikes which is considered to be in line with NPPF guidance, the flats are using the outside space to the rear of the property which is not considered to meet current guidance, and appear to be squashed in. WSCC would like to see better cycle storage solutions for the flats.

Trips

The increase in dwellings will attract an increase in trips to the site. WSCC has considered this and given these are all flats with 1 or 2 beds, the trips rate will be low and would not cause a severe impact on the operation of the highway network. Based on a TRCIS survey of similar sites the average trip rate for a development of this size would be 19 trips a day, 9 trips in the AM peak, and 9 trips in the PM peak. This is not considered to cause a significant impact on the operation of the highway.

Sustainability

The site is within walking distance of Haywards Heath Train Station, approx. 2km, and there are also regular bus services, the nearest is located on America Lane 100m from the site. A shelter with seating is provided.

RTCC

An interrogation of the Road Traffic Casualty and Collision Database reveals 1 recorded incident outside the shops on America Lane involving a car and a bicycle. The incident was not due to any highway defect and was due to reckless driver/rider behaviour.

Summary

In accordance with the National Planning Policy Framework (NPPF) development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

Given the issues raised by the fire service more information is required to determine if the access layout for the site meets WSCC standards for it to be safe, as issues with parking and emergency vehicle access will have a knock on effect which could cause safety issues if not addressed.

Therefore, WSCC require modifications and require the following information: -

- Site plan with red and blue boundaries made clear to see ownership
- Details of surface treatments and how these will be dealt with where changes to ownership occur.
- Servicing arrangements for the shops
- Swept paths showing use by service/emergency vehicles, use of car parking spaces
- Car parking beat survey to assess levels of on-street parking availability

Alison Meeus
West Sussex County Council – Planning Services

Appendix 3.

Existing Use Traffic Data 9th September 2021

	WESTERN ACCESS								EASTERN ACCESS							
	CAR		LORRY		VAN		PEDESTRAIN		CAR		LORRY		VAN		PEDESTRAIN	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
06:45-07:00																
07:00-07:15						1				1						
07:15-07:30									1							
07:30-07:45																
07:45-08:00		2			1											
08:00-08:15								1								
08:15-08:30								1								
08:30-08:45							1		1						1	1
08:45-09:00								1								
09:00-09:15							4	5							1	
09:15-09:30																
09:30-09:45										1						
09:45-10:00																
10:00-10:15								1		1					1	
10:15-10:30	1	1					1	1								
10:30-10:45					2									1		1
10:45-11:00																
11:00-11:15						1										
11:15-11:30																
11:30-11:45															1	1
11:45-12:00																
12:00-12:15					1									1		
12:15-12:30					1											
12:30-12:45																
12:45-13:00	1	1							1							
13:00-13:15					2									1		
13:15-13:30																
13:30-13:45						1				1						
13:45-14:00																
14:00-14:15															1	1
14:15-14:30								1	1							
14:30-14:45									1							
14:45-15:00							1									1
15:00-15:15																
15:15-15:30									1							
15:30-15:45					1			1						1	1	
15:45-16:00							1		1							

	WESTERN ACCESS								EASTERN ACCESS							
	CAR		LORRY		VAN		PEDESTRAIN		CAR		LORRY		VAN		PEDESTRAIN	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
16:00-16:15															1	1
16:15-16:30	1				1											
16:30-16:45					1	1	1									
16:45-17:00						1									1	
17:00-17:15																
17:15-17:30								2								
17:30-17:45																
17:45-18:00																3
18:00-18:15																
18:15-18:30		1							1	1					3	
18:30-18:45	1									2						1
18:45-19:00	1	1					1			1					1	
19:00-19:15																

SUMMARY

WESTERN ACCESS								EASTERN ACCESS							
CAR		LORRY		VAN		PEDESTRAIN		CAR		LORRY		VAN		PEDESTRAIN	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
5	6	0	0	10	5	10	14	8	8	0	0	0	4	12	10

AM PEAK HOUR

WESTERN ACCESS								EASTERN ACCESS							
CAR		LORRY		VAN		PEDESTRAIN		CAR		LORRY		VAN		PEDESTRAIN	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
0	0	0	0	0	0	1	3	1	0	0	0	0	0	1	1

PM PEAK HOUR

WESTERN ACCESS								EASTERN ACCESS							
CAR		LORRY		VAN		PEDESTRAIN		CAR		LORRY		VAN		PEDESTRAIN	
IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3

Appendix 4.

Garage Tenant Address Locations (Indicative)



Appendix 5.

Garage Photographs



Appendix 6.

Shop Frontage Photographs



Appendix 7.

Communication with Local Highway Authority 21st September 2021

Steve Reeves

From: Alison Meeus <alison.meeus@westsussex.gov.uk>
Sent: 21 September 2021 15:48
To: Steve Reeves
Subject: FW: DM/21/2129 - Garage block rear of 34 to 56 America Lane, Haywards Heath

Hi Steve – sorry I have not got back to you sooner see my comments below

Alison Meeus | Senior Transport Planner (Development Management); County Highways Team; Planning Services
[West Sussex County Council](#)
Location: Ground Floor, Northleigh, County Hall, Chichester, PO19 1RQ
Internal: 25703 | External: 0330 2225703
E-mail: alison.meeus@westsussex.gov.uk
Part-time working hours : (Mon-Fri)

From: Steve Reeves
Sent: 07 September 2021 13:25
To: Alison Meeus <alison.meeus@westsussex.gov.uk>
Subject: DM/21/2129 - Garage block rear of 34 to 56 America Lane, Haywards Heath

Hi Alison

I hope this email finds you well.

We have been asked to look at your comments (attached) on this application.

We're doing a survey on Thursday 7am to 7pm to identify the who/what uses the lane. We will then run the tracking to check if vehicles can get in & out with the new layout. I have asked the client to confirm what he owns. We will also do the parking beat survey from next week, after schools hols have settled down. Noted

My question related to the use of the garages. Our client has advised that only 9 of the garages are let to tenants and all of the garages are used for storage rather than daily car use. This was evident from my visit this morning none of them were being used regularly judging by the grass and weeds that had grown around the doors. I will include photos with my evidence in our submission. My client has supply the garage tenant post codes and only one lives with the area where we are planning to do a parking beat survey. If the garages are used as storage and you have evidence of this then these can be treated as storage.

How do you want me to treat the loss of the garages? I don't think we would need to worry about a local increase in parking demand (the red section highlights the area where we will be doing the PBS). Only two are nearby. The one on Boston Road actually uses the garage to store and maintain racing go-carts, which are not allowed on the road. Your thoughts welcome. If these are used for storage rather than car parking then the users of the garages for storage will not be looking to park so it won't be an issue.

One last observation. I have taken a look at the ward parking data using Nomis. The data shows over the whole ward the demand for resident parking demand rather than including visitor would equate to 7 spaces, which is roughly where I would expect it to be based on the WSCC parking demand spreadsheet.

Looking at the Nomis website, using the postcode RH16 3QB, and the Lower Super Output data, the % of car ownership has been represented as the 8 dwellings and shows the distribution to be:-

33% - no cars = 3 dwellings (no cars)
40% - 1 car = 3 dwellings (3 cars)
23% - 2 cars = 1 dwelling (2 cars)
2% - 3 cars = ½ dwelling (1.5 cars)
1% - 4 cars = ½ dwelling (2 cars)

Total no of cars = 8.5

I would guess that 10 would include visitor demands, which I don't usually have to account for.

We usually account for visitors in any new parking layout design but this can be accommodated outside of the application site. So as long as the beat survey shows it can accommodate the additional parking demand then this would be acceptable.

The example I give is that if my in-laws drive up from Plymouth they're not going to go home if they can't find somewhere to park within a short walk of my house. They'll keep looking until they find somewhere. As such on existing residential streets a visitor parking demand is not really relevant in the context of a planning application. The parking allocation is only really useful when we're designing a street layout and visitor demand needs to be included with the design. Looking at the data on in the smaller output area immediately around the application site we find that demand is a little lower. It suggests a 5 car parking demand, noting that this data would not look at specific spaces rather it notes the actual vehicle ownership. I should have said that this data is based solely on flats rather than all dwellings within the output area. Again your thoughts welcome.

If you want to discuss give me a call.

Kindest Regards.

Steve Reeves BEng MBA MCIHT

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Web: www.reevestransportplanning.co.uk

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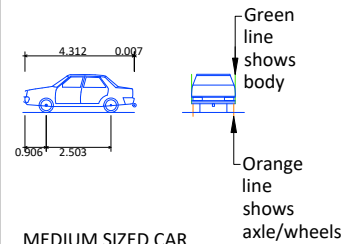
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Appendix 8.

Vehicle Tracking Plans



VEHICLE SPECIFICATION:

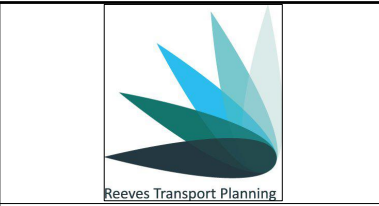


MEDIUM SIZED CAR

Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

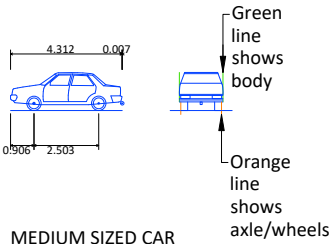


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Project		
America Lane Haywards Heath		
Medium Size Car SPA		
Drawn	Date:	Scale (at A3)
BTM	24/09/2021	1:250
Dwg no.	Revision No.	
ALHH/SR/1004	A	



VEHICLE SPECIFICATION:



Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.042m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue
-----	------	------------------



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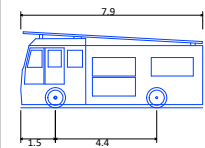
Project
America Lane Haywards Heath

Medium Size Car SPA

Drawn BTM	Date: 24/09/2021	Scale (at A3) 1:250
Dwg no. ALHH/SR/1003	Revision No. A	



VEHICLE DETAILS:



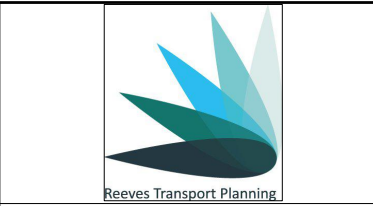
Green line shows body
Orange line shows axle/wheels

PUMPING APPLIANCE

Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.750m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue



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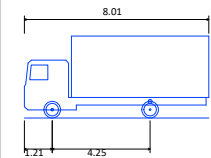
Project
America Lane Haywards Heath

7.9m Fire Appliance SPA

Drawn BTM	Date: 24/09/2021	Scale (at A3) 1:250
Dwg no. ALHH/SR/1001	Revision No. A	



VEHICLE DETAILS:



Green line shows body
Orange line shows axle/wheels

7.5T BOX VAN

Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

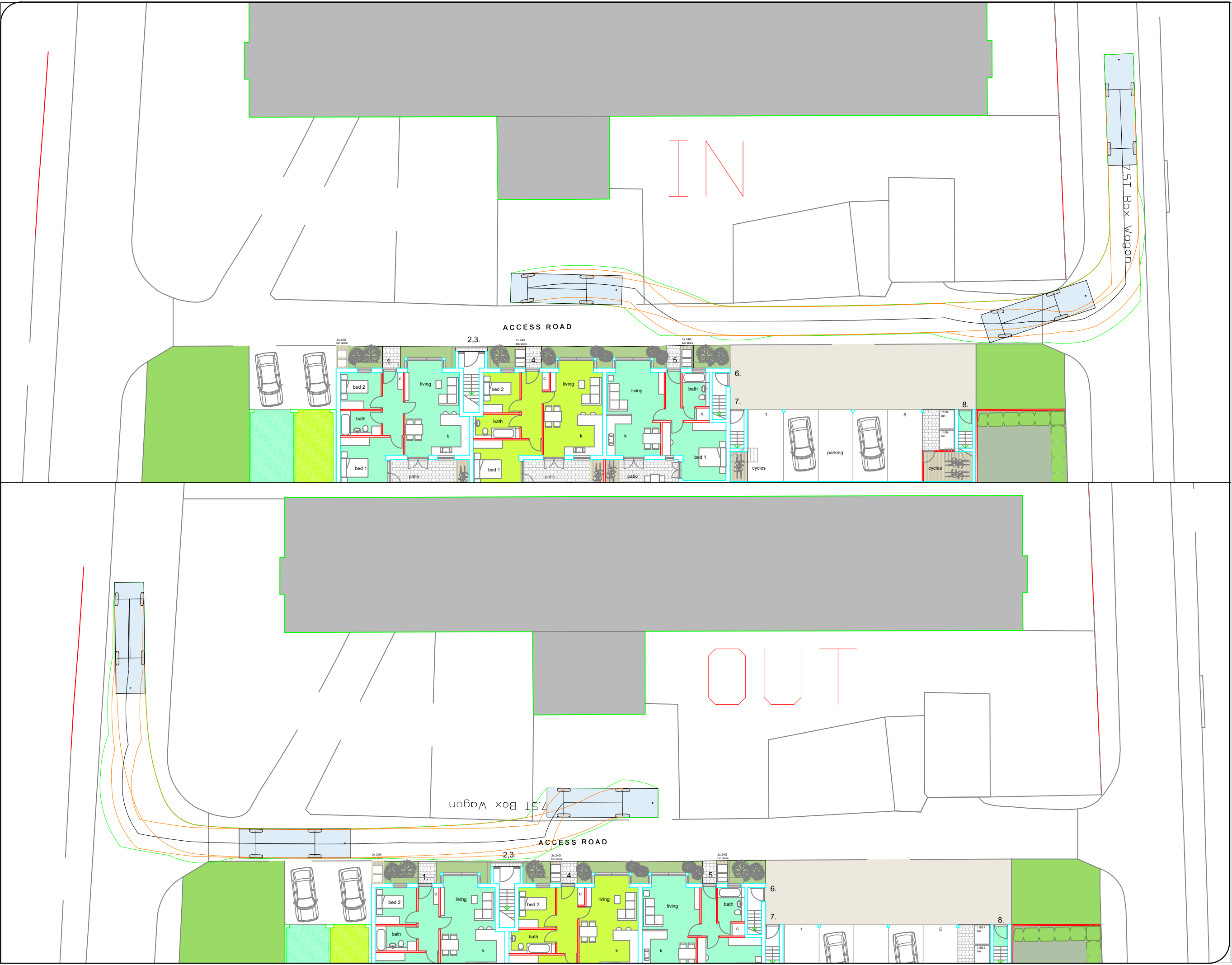


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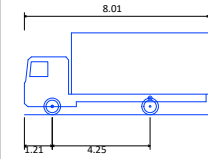
Project
America Lane Haywards Heath

7.5T Box Wagon SPA IN/OUT 2

Drawn	Date	Scale (at A3)
BTM	24/09/2021	1:250
Dwg no.	ALHH/SR/1006	Revision No. A



VEHICLE DETAILS:



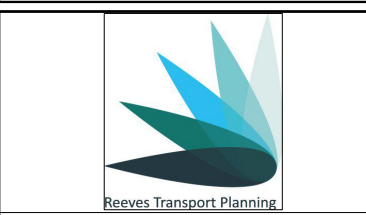
Green line shows body
Orange line shows axle/wheels

7.5T BOX VAN

Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.400m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue



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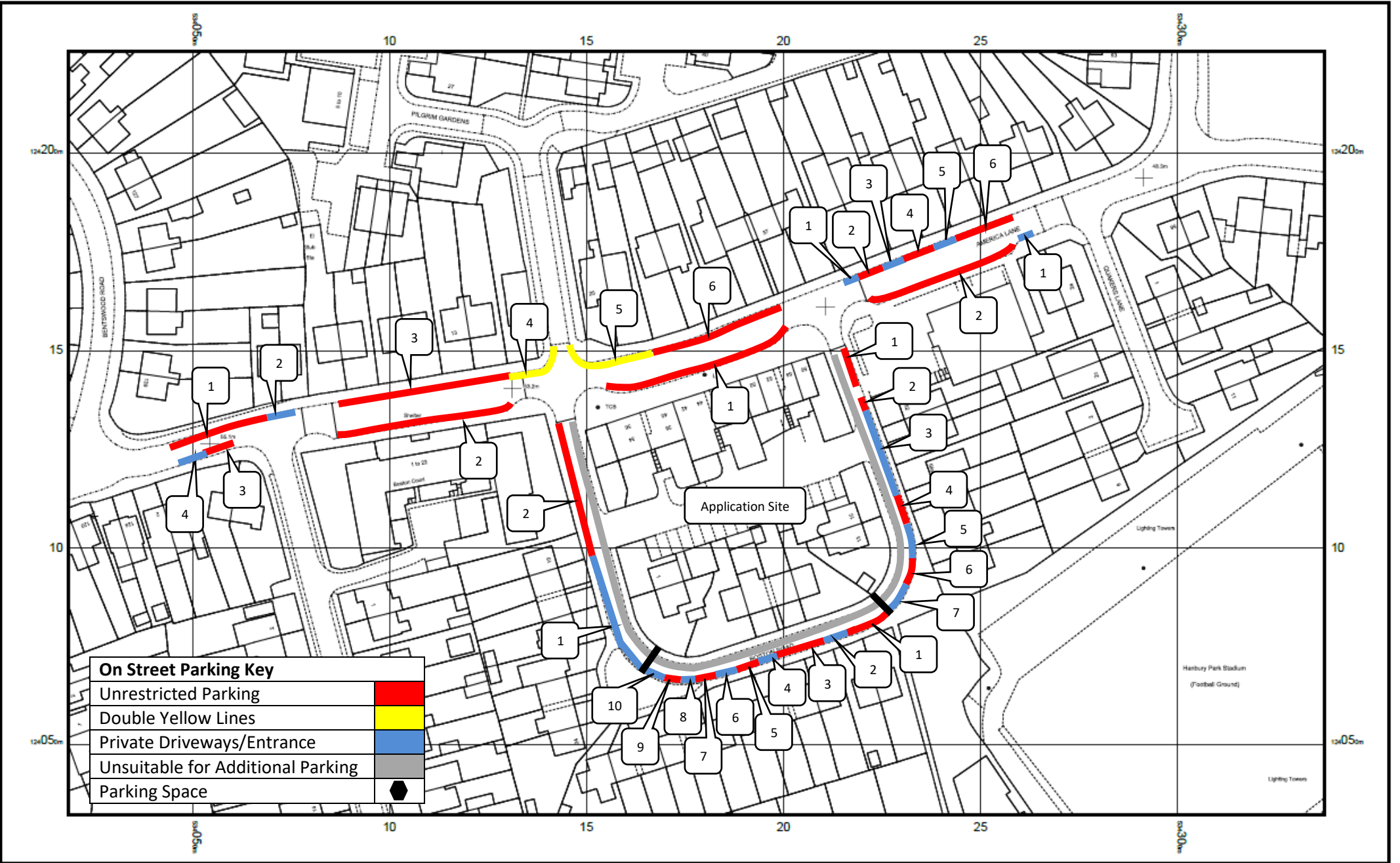
Project		
America Lane Haywards Heath		
7.5T Box Wagon SPA IN/OUT 1		
Drawn	Date:	Scale (at A3)
BTM	24/09/2021	1:250
Dwg no.	Revision No.	
ALHH/SR/1005	A	

Appendix 9.

Parking Beat Survey Results

Appendix 9A.

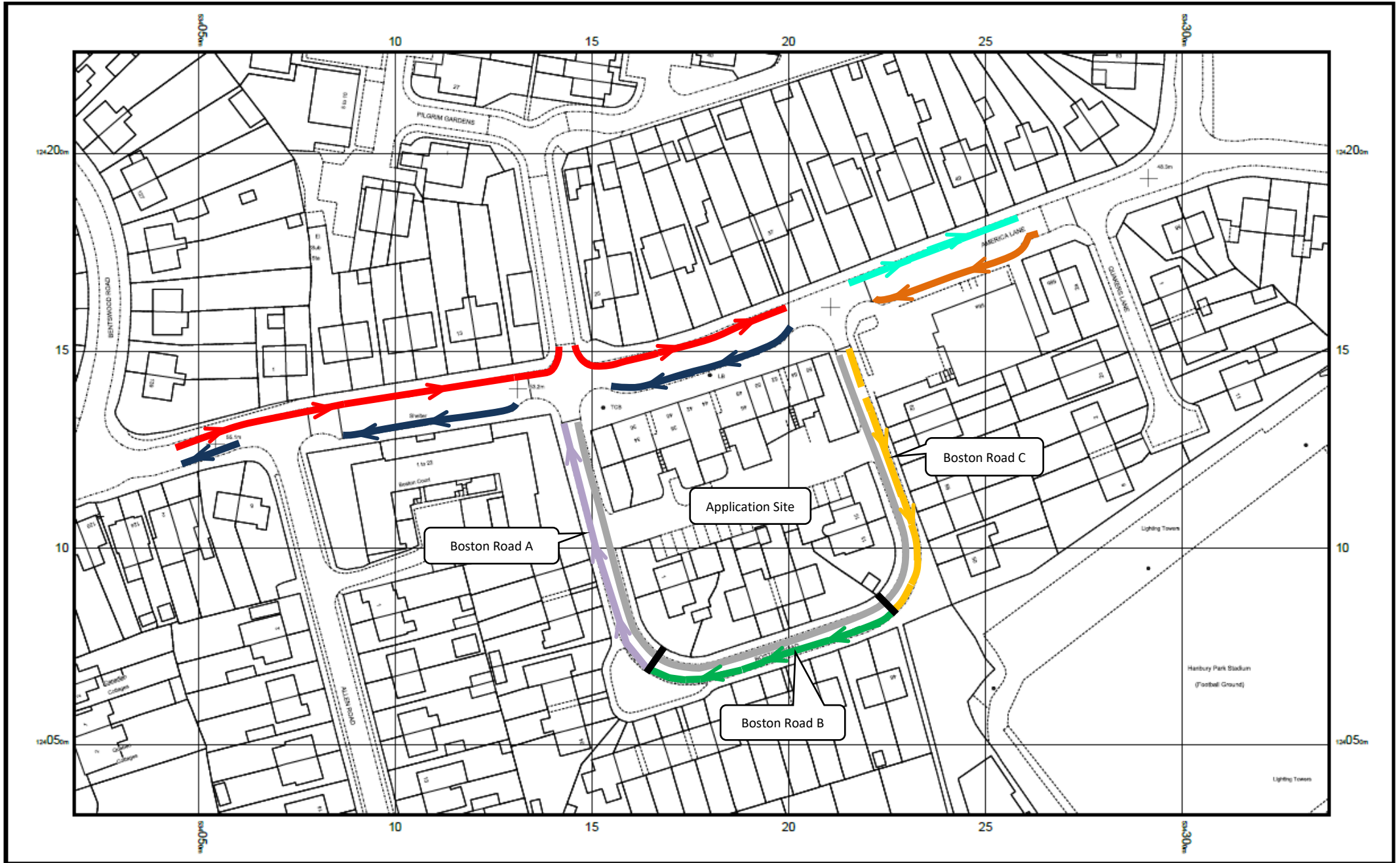
Parking Beat Survey Area & Key



On Street Parking Key	
Unrestricted Parking	
Double Yellow Lines	
Private Driveways/Entrance	
Unsuitable for Additional Parking	
Parking Space	

Appendix 9B.

Parking Beat Survey Route



Appendix 10C.

Parking Beat Survey Results

American Lane, Haywards Heath

Indicates not included in analysis to maintain free flow of traffic

Boston Road (A)		Count Wednesday 15th 01:00 to 02.30				Count Tuesday 21st 03:00 to 04.00				
Restriction	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments	
East side, North to South										
1	DYL + Bollards	7.5							From America Lane	
2	Unrestricted parking	24.9							to Garage lane, Application Site	
	Mouth of App. Site lane									
3	Unrestricted parking	8.8								
4	Driveway	4.7								
5	Unrestricted parking	9.1								
6	Driveway	7.8							To Corner with Boston (B)	
Totals		62.8								

West side, South to North									
1	Driveways	30.9	-	-	-	-	-	-	From Boston (B)
2	Unrestricted parking	35.8	7	5	2	71%	5	2	71%
Totals		66.7	7	5	2	71%	5	2	71%

Boston Road (B)									
North side, West to East									
1	Unrestricted parking	25.6							From Corner Boston Rd(A)
2	Driveway	3.7							
3	Unrestricted parking	14.1							
4	Driveway	4.2							
5	Unrestricted parking	8.5							
6	Driveway	4.1							
7	Unrestricted parking	14.6							To Corner Boston Rd (C)
Totals		74.8							

South side East to West										
1	Unrestricted parking	17.4	3	3	0	100%	2	1	67%	From corner Boston Rd(C)
2	Driveways	8.1	-	-	-	-	-	-	-	
3	Unrestricted parking	11.4	2	1	1	50%	2	0	100%	
4	Driveways	3.9	-	-	-	-	-	-	-	
5	Unrestricted parking	7.9	1	1	0	100%	1	0	100%	
6	Driveways	6.1	-	-	-	-	-	-	-	
7	Unrestricted parking	5.4	1	1	0	100%	1	0	100%	
8	Driveways	4.1	-	-	-	-	-	-	-	
9	Unrestricted parking	6.7	1	1	0	100%	1	0	100%	
10	Driveways	6.1	-	-	-	-	-	-	-	To corner Boston Rd(A)
Totals		77.1	8	7	1	88%	7	1	88%	

Boston Road (C)

Boston Road (C)			Count Wednesday 15th 01:00 to 02:30			Count Tuesday 21st 03:00 to 04:00			Comments
Restriction	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	
West side, South to North									
1	Unrestricted parking	7.2							From Corner Boston Rd (B)
2	Driveway	4.3							
3	Unrestricted parking	10.3							
4	Driveway	4.5							
5	Unrestricted parking	9.1							
6	Mouth of App. Site lane	7.3							
7	Unrestricted parking	22.8							
8	Bollards	6.4							To Amreica Lane
Totals		71.9							

East side, North to South

1	Unrestricted parking	10.1	2	0	2	0%	0	2	0%	
	Entrance to McColls		-	-	-	-	-	-	-	Soon to be Morrisons
2	Unrestricted parking	2.6	0	0	1	0%	0	1	0%	
3	Driveways	23.2	-	-	-	-	-	-	-	
4	Unrestricted parking	10.2	2	2	0	100%	2	0	100%	
5	Driveways	8.1	-	-	-	-	-	-	-	
6	Unrestricted parking	5.5	1	0	1	0%	0	1	0%	
7	Driveways	8.8	-	-	-	-	-	-	-	To Corner Boston Rd(B)
Totals		68.5	5	2	4	33%	2	4	33%	
		Summary:	20	14	7	67%	14	7	67%	
		Overspill (excluding on site parking):	4	18	3	86%	18	3	86%	

America Lane

North side, West to East (West of Boston Road C)

Count Wednesday 15th 01:00 to 02:30						Count Tuesday 21st 03:00 to 04:00					
North side, West to East (West of Boston Road C)		Restriction	Length (m)	Space	Parked	Spaces	Stress	Parked	Spaces	Stress	Comments
1	Unrestricted parking	39.3	7	2	5	29%	3	4	43%	From roundabout Bentswood Rd	
2	Driveway	5.2	-	-	-	-	-	-	-	-	& New England Rd
	White Line Speed Bump		-	1	-	-	1	-	-	-	Sleeping policeman
3	Unrestricted parking	47.5	9	7	1	88%	7	1	88%		
4	DYL	10.4	-	-	-	-	-	-	-	-	To Pilgrim Garden
	Mouth of Pilgrim Gardens		-	-	-	-	-	-	-	-	
5	DYL	17.7	-	-	-	-	-	-	-	-	From Pilgrim Gardens
6	Unrestricted parking	36.9	7	1	6	14%	1	6	14%		
Totals		157	23	11	12	48%	12	11	52%		

South side East to West

1 Lay-By	49.5	9	3	6	33%	3	6	33%	
Mouth of Boston Rd(A) inc crossing		-	-	-	-	-	-	-	
2 Lay-By	45.1	9	2	6	25%	2	6	25%	
White Line Speed Cushion		-	-	-	-	-	-	-	To Allen Road
Mouth of Allen Road		-	-	-	-	-	-	-	
3 Unrestricted parking	10.1	2	0	2	0%	0	2	0%	
4 Driveways	6.6	-	-	-	-	-	-	-	
Totals	111.3	20	5	14	26%	5	14	26%	

North side West to East (East of Boston Road C)

1 Driveway	4.7	-	-	-	-	-	-	-	No 41
2 Unrestricted parking	7.5	1	0	1	0%	0	1	0.0%	
3 Driveway	6.7	-	-	-	-	-	-	-	
4 Unrestricted parking	9.9	2	1	1	50%	1	1	50.0%	
5 Driveway	5.7	-	-	-	-	-	-	-	
6 Unrestricted parking	13.5	2	3	0	100%	3	0	100.0%	
Totals	48	6	4	2	67%	4	2	66.7%	

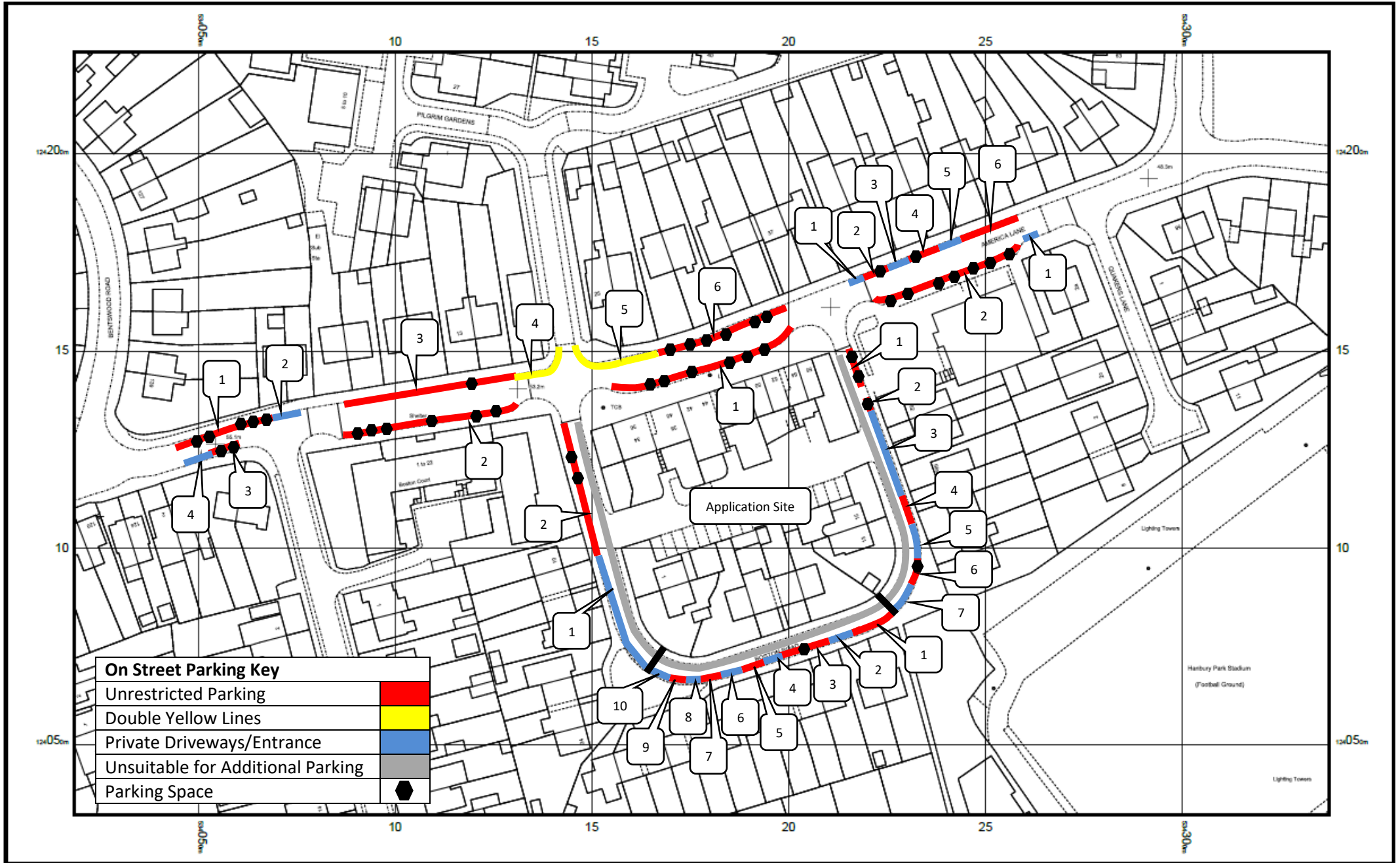
South side East to West

1 Driveways	4.5	-	-	-	-	-	-	-	
2 Lay-By (outside McColls)	42.4	8	1	7	13%	1	7	12.5%	Soon to be Morrisons
Totals	46.9	8	1	7	13%	1	7	13%	
Summary:		56	21	35	38%	22	34	39%	
Combined:		76	35	42	45%	36	41	47%	

Development Impact:	9								
Overspill (excluding on site parking):	4	39	38	51%	40	37	52%		

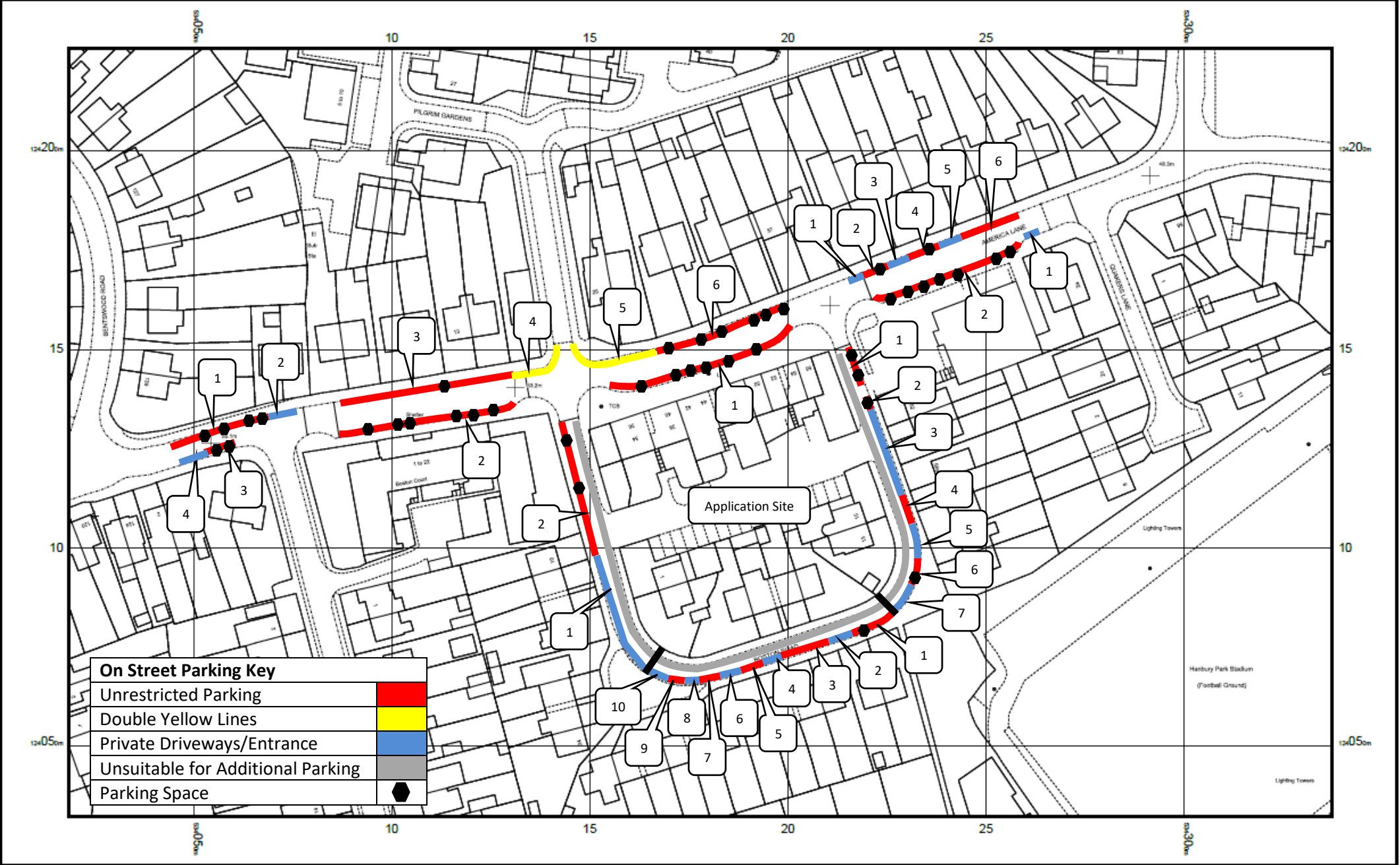
Appendix 10D.

Parking Beat Survey Results Map



On Street Parking Key

Unrestricted Parking	
Double Yellow Lines	
Private Driveways/Entrance	
Unsuitable for Additional Parking	
Parking Space	



On Street Parking Key

Unrestricted Parking	
Double Yellow Lines	
Private Driveways/Entrance	
Unsuitable for Additional Parking	
Parking Space	

