

Technical Note

9 LIME TREE CLOSE, EAST PRESTON, WEST SUSSEX

AMENDMENT TO SCHEME EP/52/18/PL

October 2019



Reeves Transport Planning

PRODUCED for ECE PLANNING LTD

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN/SGR/LTC/250919 V4

www.reevestransportplanning.co.uk

1. Introduction

- 1.1 Reeves Transport Planning has been appointed to provide a Transport Technical Note in support of an amendment to a housing scheme allowed at Appeal under reference APP/C3810/W/18/3214864.
- 1.2 The amendment increases the rooms in the four detached dwellings, which are to the east of the access street. Increasing from two bedrooms, and a study, to three bedrooms and a study. Each dwelling will be provided with the same number of car parking spaces, being two per unit. The studies are considered as bedrooms to ensure that a worst-case scenario is assessed. Accordingly, the parking demand analysis is based on four four-bedroom dwellings with six habitable rooms, which is in line with that employed in our Appeal Statement.
- 1.3 This Technical Note will establish the likely change in parking demand associated with this proposal and set out the findings of a Parking Beat Survey, which was undertaken to identify whether there is sufficient on-street capacity to accommodate any potential increase in parking demand.

2. Parking Demand

- 2.1 Parking demand development is informed by West Sussex County Council's Residential Car Parking Demand Calculator. Since the allowed Appeal, West Sussex County Council has updated the residential parking demand policies and analysis tool.
- 2.2 The demand calculator data is attached at Appendix 1. It indicates that the maximum parking demand equates to eleven spaces for the four

detached dwellings with four bedrooms, deducting the eight allocated spaces suggests an overspill demand of three spaces.

- 2.3 The development site is in the East Preston; the demand calculator data is produced from district ward wide data. An extract from the Ordnance Survey Election Maps website is attached, as Appendix 2. Several properties in this ward, particularly towards West Kingston, are 3.5kilometres from the local amenities and facilities that are within a reasonable walking distance of the application site. It is likely that this variation will increase the average car ownership data across the ward.
- 2.4 More concise data is available from Nomis, which is managed by the University of Durham on behalf of the Office for National Statistics. It allows closer interrogation of available Census data by using Super Output areas, which consist of circa 100 houses. The Nomis Super Output area data, for the development site, indicates that car ownership will be no more than five residents' cars. The Nomis map and data are attached at Appendix 3.
- 2.5 The census data is now eight years old, however, it is highly unlikely that car ownership will have doubled over this period.

3. Parking Beat Survey

- 3.1 Parking Beat Surveys were undertaken on Tuesday, 8th October 2019 between 1pm and 2pm, and Wednesday 16th between 2am and 2.45am. The survey has been undertaken employing the approach recommended by West Sussex County Council in Guidance on Parking at New Development, published March 2019.
- 3.2 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 to the nearest whole number. This data presents the theoretical maximum vehicle parking capacity. This data is presented on the colour coded plans attached at Appendix 4A. The reference numbers on each section of street relate to the lines on the data spreadsheet attached at Appendix 4B.

- 3.3 The theoretical maximum parking capacity will not be representative of the actual capacity. This is because residents and visitors would not block the road by parking on both sides, as this would block the free flow of two-way traffic.
- 3.4 To take this into consideration, the overall parking capacity has been reduced by 50%. This approach, employed in the analysis, will confirm whether the proposal exceeds the typical threshold for maximum parking stress and allow the free flow of traffic to be maintained. The results will show the level of parking stress, which should not be confused with blocking of the road.
- 3.5 A final plan showing the locations of parked vehicles during the respective surveys is attached at Appendix 4C
- 3.6 The results establish that the current average parking stress during the day is 31%, with a maximum night-time stress of 26%.
- 3.7 If the maximum parking demand generated by the proposal is added then this could increase the parking stress to 38% and 33% respectively.

4. Conclusion and Recommendation

- 4.1 Reeves Transport Planning is commissioned to undertake a Parking Beat Survey to assess the likely impacts of a planning application that increases the number of bedrooms associated with the approved development at

9 Lime Tree Close, East Preston. The proposal seeks to add one extra bedroom to each of the detached dwellings.

- 4.2 The survey data establishes that the current parking stress equates to a maximum of 38% during the day and 33% during the night. To give this data some context the typical threshold of parking stress before it becomes a material concern is circa 80%. Below this figure it is normally considered that parking is not a material issues that could reasonably constitute a severe transport impact.
- 4.3 It is reasonable to conclude that there is more than sufficient on-street parking capacity to accommodate the parking demand that this proposal will generate, without impeding the free flow of traffic or affecting the current parking provision. Indeed, the Nomis data indicates that it is likely that parking demand will be accommodated easily within the on-site parking provision. Accordingly, there is no traffic related reason for this proposal to be refused, as it is evident that the impact cannot be considered as severe.

APPENDIX 1:

WEST SUSSEX COUNTY COUNCIL'S

RESIDENTIAL CAR PARKING DEMAND CALCULATOR.

WEST SUSSEX COUNTY COUNCIL RESIDENTIAL CAR PARKING PROVISION TOOL

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact planninghighways@westsussex.gov.uk.

GUIDANCE ON USE

This parking demand calculator has been designed to comply with the West Sussex County Council Revised Guidance for Parking Provision (2018). This calculator supersedes the West Sussex Car Ownership Parking Demand Tool.

This tool has been designed for use by developers as an initial assessment of car parking provision required in residential developments. This tool provides an indication as to the potential overall parking demand that could be associated with specific development quantum. In addition to the information presented within this calculator it is for the developer to justify the appropriateness of the parking levels proposed with other appropriate data and in discussion with the Local Planning Authority and West Sussex County Council as Highway Authority.

The following is a step by step process for the calculation of development parking demand, all GREY cells require no user input:

1. Select the Ward in which the development is located;

a. If known select from the drop down in the BLUE box marked "Ward"

b. If unknown use the Ward finder tool by entering the development post code (including the standard space separation e.g. RH6 0AQ, BN11 1DR), then complete a. above.
2. Enter the number of units of each size in the GREEN boxes marked "Number of Units of this Type", with respect to the number of bedrooms or number of habitable rooms in the dwelling type.
3. Your total "Parking Demand if 100% Unallocated" (all parking on site is shared) is shown in the adjacent cells.
4. If known, enter the total number of spaces allocated to each dwelling type across the development in the PINK boxes marked "Enter Total Number of Allocated Spaces".
5. Your development parking demand using your existing allocation design is then displayed in the ORANGE boxes marked "Total Parking Required if Design Allocated Used"
6. The Unallocated Parking Demand is the additional number of unallocated spaces over the design allocated required to meet the total parking demand, and includes visitors parking demand.
7. If your Total Number of Allocated Spaces is greater than the "Parking Demand if 100% Unallocated" then the existing parking design should be reviewed in line with the West Sussex County Council Revised Guidance for Parking Provision (2018).



Ward	District	Parking Behaviour Zone
East Preston	Arun	2

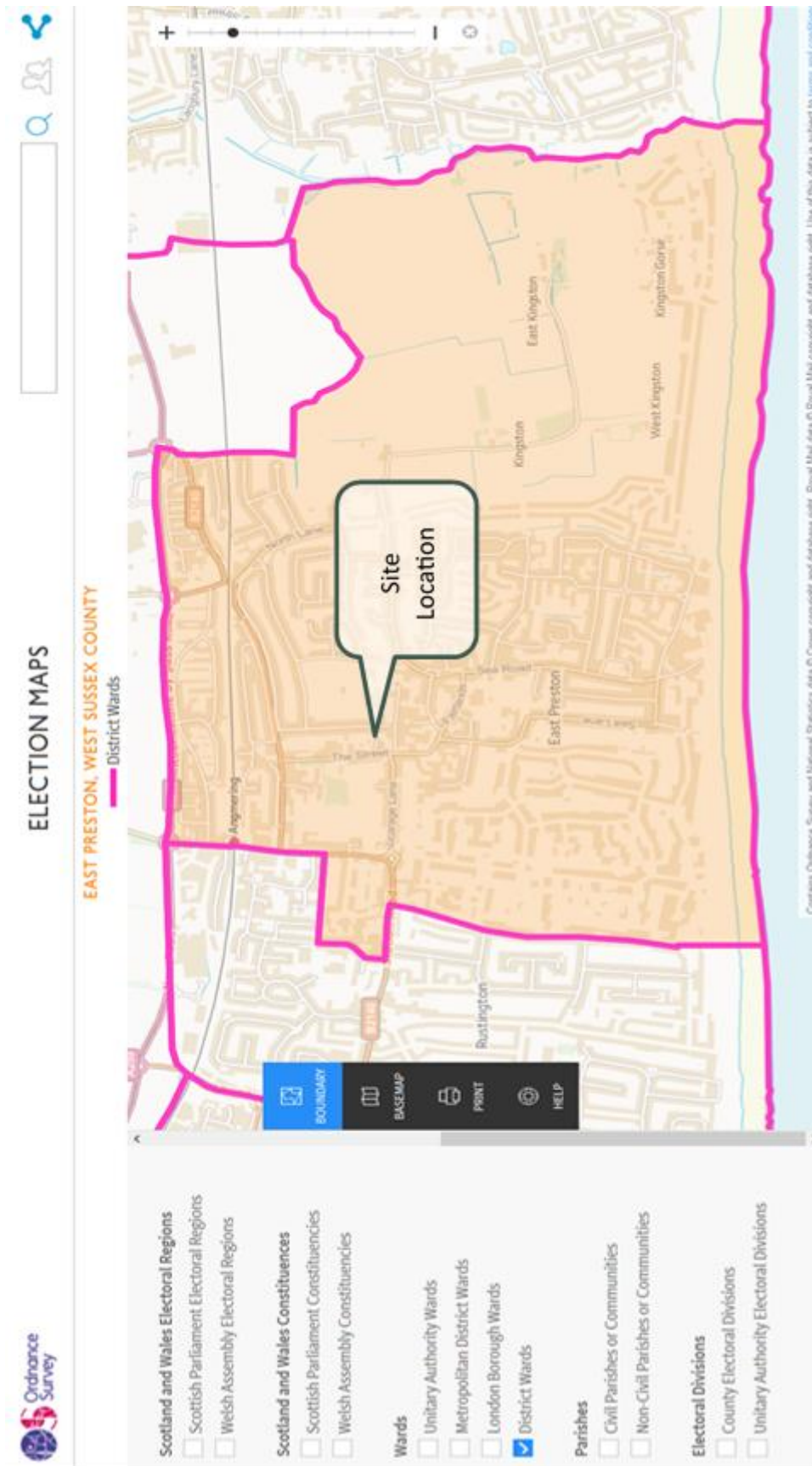
Ward Finder		
Postcode	Ward	Please Enter Postcode

Number of Bedrooms	Number of Habitable Rooms	Number Of Units Of this Type	Parking Demand if 100% Unallocated
1	1 to 3		0
2	4		0
3	5 to 6	4	9
4+	7 or more		0
Total		4	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			
2	4			
3	5 to 6	8	3	11
4+	7 or more			
Total		8	3	11

APPENDIX 2:

ORDNANCE SURVEY ELECTION MAPS



APPENDIX 3:

NOMIS SUPER OUTPUT DATA ANALYSIS

QS411EW - Number of bedrooms

ONS Crown Copyright Reserved [from Nomis on 22 October 2019]

population All household spaces with at least one usual resident
units Household spaces
date 2011

Bedrooms	E00160181	E00160173	Total	Total Bedrooms
All categories:	122	119	241	
1 bedroom	34	18	52	52
2 bedrooms	41	60	101	202
3 bedrooms	41	31	72	216
4 bedrooms	6	9	15	60
5 or more bedrooms	0	1	1	5
				535

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 22 October 2019]

population All households; All cars or vans
units Households
date 2011

Cars	E00160181	E00160173	Total	Total Cars
All categories:	122	119	241	
No cars or vans	40	42	82	0
1 car or van	63	51	114	114
2 cars or vans	13	20	33	66
3 cars or vans	6	5	11	33
4 or more cars or vans	0	1	1	4
				217

Ratio of cars per bedroom

0.406

Total Car Ownership (based on 12bedrooms)

5

nomis

official labour market statistics

Home

Area reports

Data downloads

Consent

Need help?

You are here:

Data downloads

Query

LC4415EW / Accommodation

geography

map

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

Change dataset

guide me step-by-step

Make selections:

Geography

Accommodation Type

Cars Or Vans

Number Of Residents

Review selections:

Summary Of Selections

Get your data:

Format / Layout

Download Data

Step 1 of 6 - geography selection

< Back

Next >

Choose your geography then continue to the next step.

Geography

select using list

map

select areas within

load / save selections

user defined

Postcode or Placename

Search

Map

Click an area on the map to select it; double-click to drill down the map into smaller areas.

Great Britain > South East > Arun > E02006546 > E01031415

List of areas on map

Selected areas

Areas on the map

Select areas using the checkboxes below or on the map.

Type of areas:

2011 Output Areas

tick all

un-tick all

back up a level

☐ E00160172

☒ E00160173

☐ E00160175

☐ E00160178

☐ E00160179

☒ E00160181

Area

Hover over an area

Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Imagery © Mapbox

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Durham University

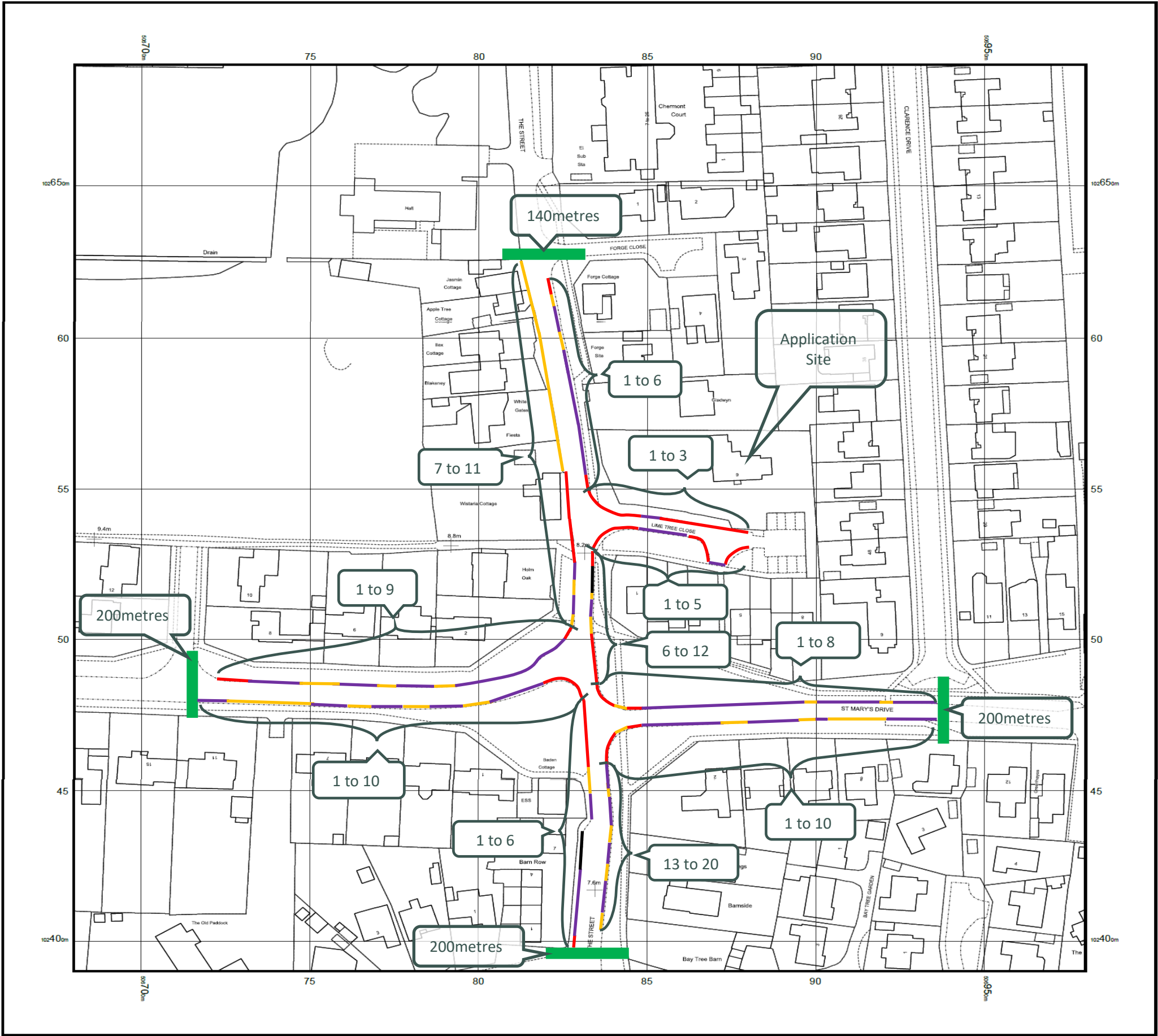
ARUN DISTRICT COUNCIL EP/148/19/PL

APPENDIX 4:

PARKING BEAT SURVEY RESULTS

APPENDIX 4A:

SURVEY AREA



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Lime Tree

Key	
Extent of Survey Area	
Excluded from Analysis*	
Uncontrolled Parking Space	
Private Crossover/Informal Pedestrian Crossing	
Informal Bus Stop Locations	
Plan Not to Scale	
*5metres from junctions or opposite junction	

APPENDIX 4B:

SURVEY RESULTS DATA

Survey: 9 Lime Tree Close East Preston Angmering

Date/Time: Tuesday, 8th October 2019 between 1pm and 2pm

Date/Time: Wednesday 16th between 2am and 2.45am

	Restriction	Length (m)	Space = 5m	Parked	Spaces	Stress	Comments	Parked	Spaces	Stress	Comments
The Street (Eastside - North to South)											
1	Excluded	5	-	-	-	-		-	-	-	
2	Informal Crossing	3	-	-	-	-		-	-	-	
3	Uncontrolled Parking	9	1	0	1	0%		0	1	0%	
4	Private Crossover	6	-	-	-	-		-	-	-	
5	Uncontrolled Parking	43	8	1	7	13%		0	8	0%	
6	Excluded	5	-	-	-	-		-	-	-	
7	Excluded	5	-	-	-	-		-	-	-	
8	Informal Bus Stop	10	-	-	-	-		-	-	-	
9	Informal Crossing	2	-	-	-	-		-	-	-	
10	Uncontrolled Parking	5	1	0	1	0%		0	1	0%	
11	Informal Crossing	5	-	-	-	-		-	-	-	
12	Excluded	20	-	-	-	-		-	-	-	
13	Uncontrolled Parking	6	1	0	1	0%		0	1	0%	
14	Informal Crossing	3	-	-	-	-		-	-	-	
15	Uncontrolled Parking	11	2	1	1	50%		-	-	-	
16	Private Crossover	7	-	-	-	-		-	-	-	
17	Uncontrolled Parking	7	1	0	1	0%		0	1	0%	
18	Private Crossover	6	-	-	-	-		-	-	-	
19	Uncontrolled Parking	10	2	1	1	50%		0	1	0%	
20	Private Crossover	6	-	-	-	-		-	-	-	
Totals		174	16	3	13	18.8%		0	13	0.0%	

The Street (Westside - South to North)											
1	Excluded	5	-	-	-	-		-	-	-	
2	Uncontrolled Parking	25	5	2	3	40%		4	1	80%	
3	Informal Bus Stop	10	-	-	-	-		-	-	-	
4	Uncontrolled Parking	7	1	0	1	0%		0	1	0%	
5	Private Crossover	10	-	-	-	-		-	-	-	
6	Excluded	20	-	-	-	-		-	-	-	
7	Informal Crossing	2	-	-	-	-		-	-	-	
8	Uncontrolled Parking	6	1	0	1	0%		0	1	0%	
9	Private Crossover	6	-	-	-	-		-	-	-	
10	Uncontrolled Parking	6	1	0	1	0%		0	1	0%	
11	Private Crossover	70	-	-	-	-		-	-	-	
Totals		167	8	2	6	25.0%		4	4	50.0%	

Vicarage Lane (Northside West to East)											
1	Excluded	5	-	-	-	-		-	-	-	
2	Uncontrolled Parking	18	3	1	2	33%		0	3	0%	
3	Private Crossover	11	-	-	-	-		-	-	-	
4	Uncontrolled Parking	11	2	0	2	0%		0	2	0%	
5	Private Crossover	4	-	-	-	-		-	-	-	
6	Uncontrolled Parking	11	2	0	2	0%		0	2	0%	
7	Private Crossover	6	-	-	-	-		-	-	-	
8	Uncontrolled Parking	36	7	1	6	14%		0	7	0%	
9	Excluded	5	-	-	-	-		-	-	-	
Totals		107	14	2	12	14.3%		0	14	0.0%	

	Restriction	Length (m)	Space = 5m	Parked	Spaces	Stress	Comments	Parked	Spaces	Stress	Comments
Vicarage Lane (Southside East to West)											
1	Excluded	13	-	-	-	-		-	-	-	
2	Uncontrolled Parking	24	4	0	4	0%		0	4	0%	
3	Private Crossover	7	-	-	-	-		-	-	-	
4	Uncontrolled Parking	8	1	0	1	0%		0	1	0%	
5	Private Crossover	6	-	-	-	-		-	-	-	
6	Uncontrolled Parking	8	1	0	1	0%		1	0	100%	
7	Private Crossover	6	-	-	-	-		-	-	-	
8	Uncontrolled Parking	8	1	0	1	0%		0	1	0%	
9	Private Crossover	25	-	-	-	-		-	-	-	
10	Uncontrolled Parking	8	1	0	1	0%		0	1	0%	
Totals		113	8	0	8	0.0%		1	7	12.5%	

St Mary's Drive (Northside West to East)

1	Excluded	10	-	-	-	-		-	-	-	
2	Informal Crossing	1	-	-	-	-		-	-	-	
3	Excluded	4	-	-	-	-		-	-	-	
4	Uncontrolled Parking	50	10	1	9	10%		0	10	0%	
5	Informal Crossing	2	-	-	-	-		-	-	-	
6	Uncontrolled Parking	15	3	0	3	0%		0	3	0%	
7	Informal Crossing	2	-	-	-	-		-	-	-	
8	Uncontrolled Parking	14	2	0	2	0%		0	2	0%	
Totals		98	15	1	14	6.7%		0	15	0.0%	

St Mary's Drive (Southside East to West)

1	Uncontrolled Parking	13	2	0	2	0%		1	1	50%	
2	Private Crossover	13	-	-	-	-		-	-	-	
3	Uncontrolled Parking	5	1	0	1	0%		0	1	0%	
4	Private Crossover	6	-	-	-	-		-	-	-	
5	Uncontrolled Parking	17	3	1	2	33%		0	3	0%	
6	Private Crossover	10	-	-	-	-		-	-	-	
7	Uncontrolled Parking	22	4	0	4	0%		0	4	0%	
8	Excluded	5	-	-	-	-		-	-	-	
9	Informal Crossing	2	-	-	-	-		-	-	-	
10	Excluded	10	-	-	-	-		-	-	-	
Totals		103	10	1	9	10.0%		1	9	10.0%	

Lime Tree Close (Northside West to East)

1	Excluded	14	-	-	-	-		-	-	-	
2	Uncontrolled Parking	8	1	0	1	0%		0	1	0%	
3	Excluded	25	-	-	-	-		-	-	-	
Totals		47	1	0	1	0.0%		0	1	0.0%	

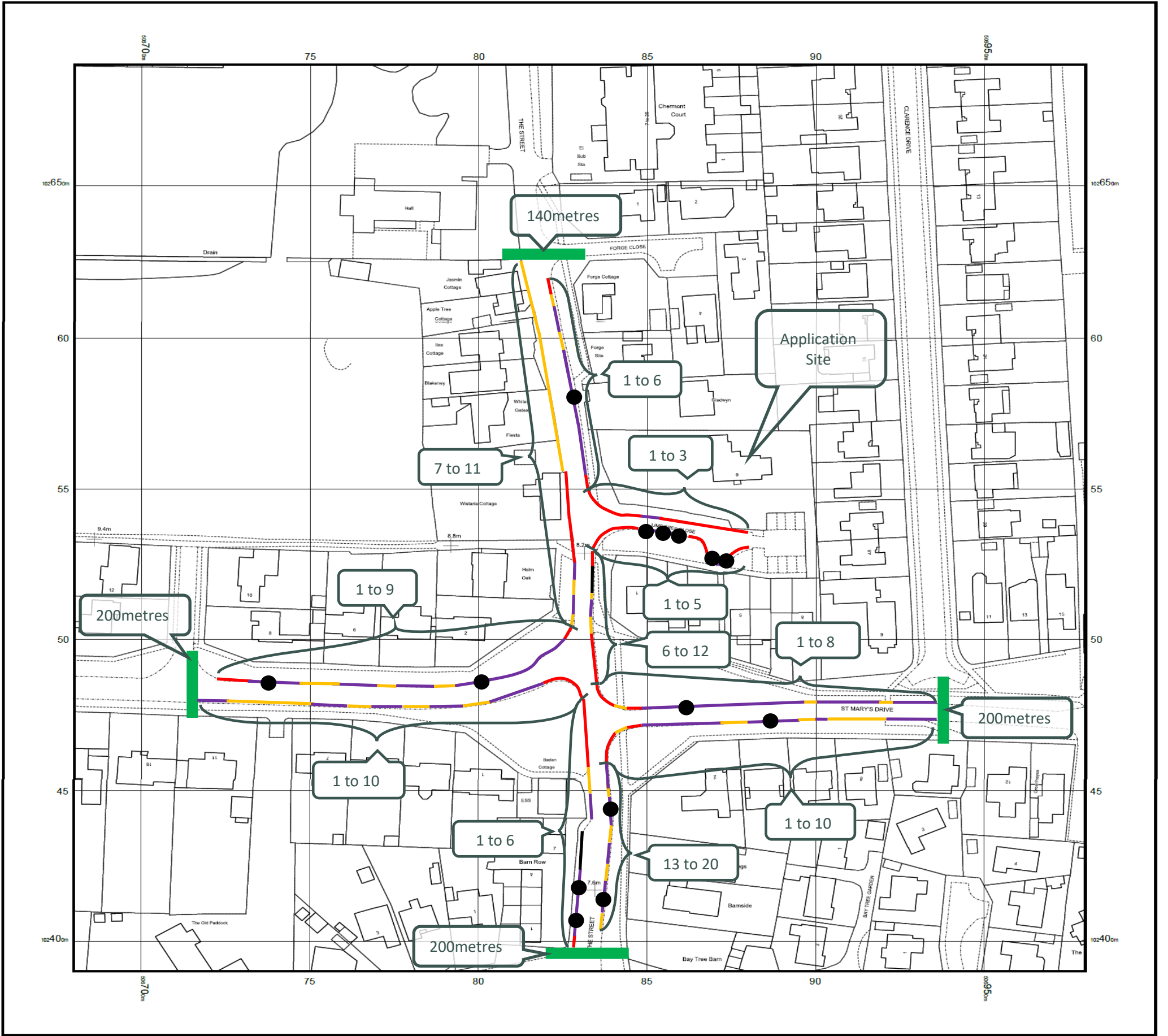
Lime Tree Close (Southside East to West)

1	Excluded	10	-	-	-	-		-	-	-	
2	Uncontrolled Parking	5	2	2	0	100%	Perpendicular Parking	2	0	100%	Perpendicular Parking
3	Excluded	10	-	-	-	-		-	-	-	Car parked on this section
4	Uncontrolled Parking	17	3	3	0	100%		3	0	100%	
5	Excluded	15	-	-	-	-		-	-	-	
Totals		57	5	5	0	100.0%		5	0	100.0%	

Summary	866	77	14	63	18.2%		11	63	14.9%	
Assume 50% for Parking	433	39	14	32	30.8%		11	32	25.9%	
With Additional Demand of:	3		17	29	37.4%		14	29	32.9%	

APPENDIX 4C:

SURVEY RESULTS PLANS

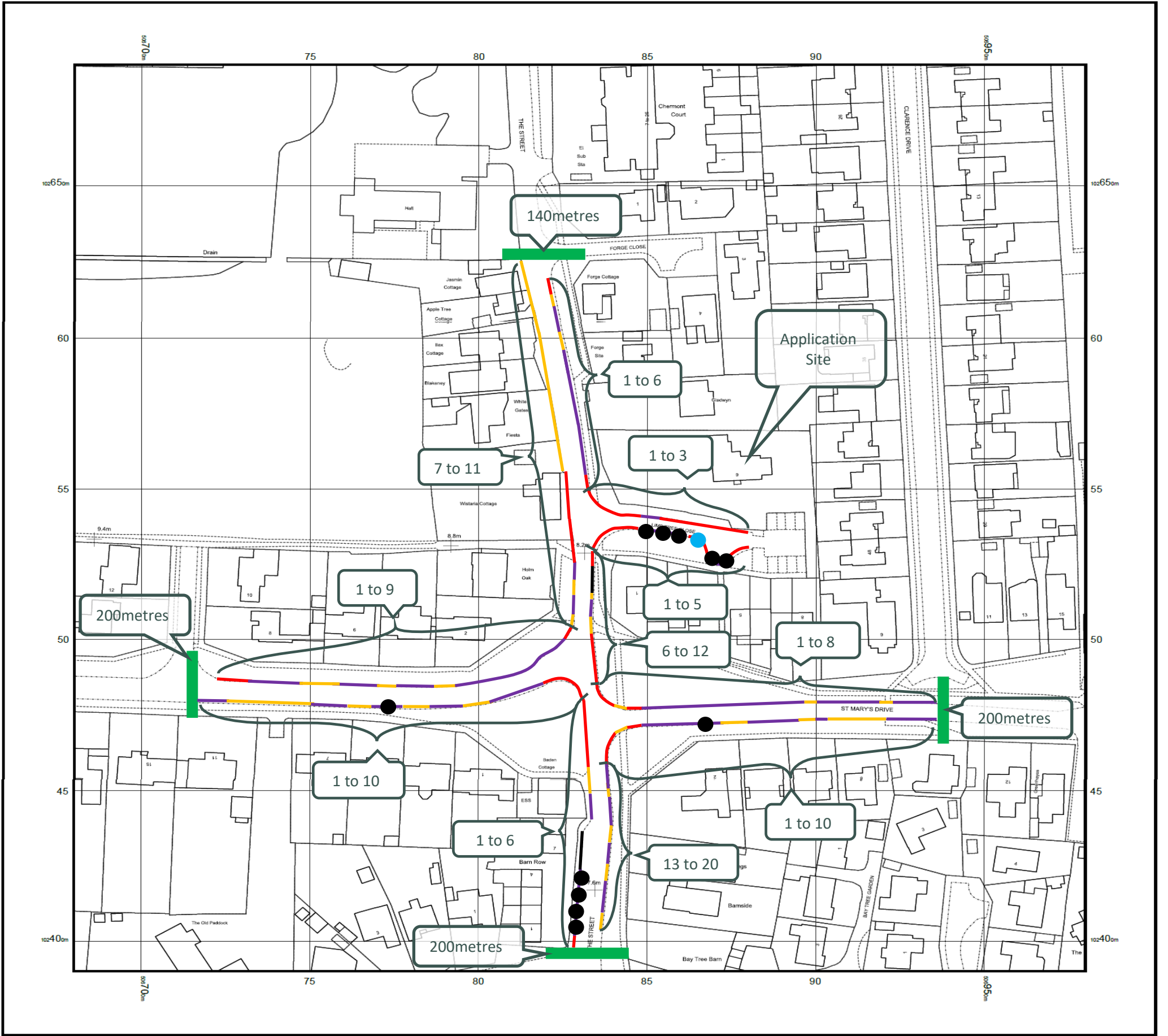


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Lime Tree

Key – Results Tuesday 8 th October 1pm/2pm	
Extent of Survey Area	
Excluded from Analysis*	
Uncontrolled Parking Space	
Private Crossover/Informal Pedestrian Crossing	
Informal Bus Stop Locations	
Parked Vehicle	
Plan Not to Scale	
*5metres from junctions or opposite junction	



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Lime Tree

Key – Results Wednesday 16 th October 2am/2.45am	
Extent of Survey Area	
Excluded from Analysis*	
Uncontrolled Parking Space	
Private Crossover/Informal Pedestrian Crossing	
Informal Bus Stop Locations	
Parked Vehicle	
Parked Vehicle (Outside Survey Area)	
Plan Not to Scale	
*5metres from junctions or opposite junction	

