



PORTSLADE VILLAGE CENTRE, PORTSLADE

TRANSPORT STATEMENT

November 2023

Brighton and Hove City Council

RESIDENTIAL DEVELOPMENT
PORTSLADE VILLAGE CENTRE
PORTSLADE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	020.0819/TS/3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	27.10.23	CID	Clients Comments	CAT
3	10.11.23	CID	Clients Comments	CAT

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**RESIDENTIAL DEVELOPMENT
PORTSLADE VILLAGE CENTRE
PORTSLADE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Brighton and Hove City Council to support a planning application for the redevelopment of Portslade Village Centre, Portslade to provide 28 residential units and a replacement community facility with associated landscaping and parking.
- 1.2 At present the site comprises of Portslade Village Centre, an area of hard standing used for parking, a tarmacked sports court and two rows of garages which are mainly used for storage, however some are used to park cars and motorcycles. The site is located in a residential area between Windlesham Close and Locks Hill in Portslade and takes access from Lindfield, Windlesham Close. The site is bordered to the north, east, south and west by residential development with Portslade Green bordering the site to the northeast. The site location is illustrated in **Figure 1**.

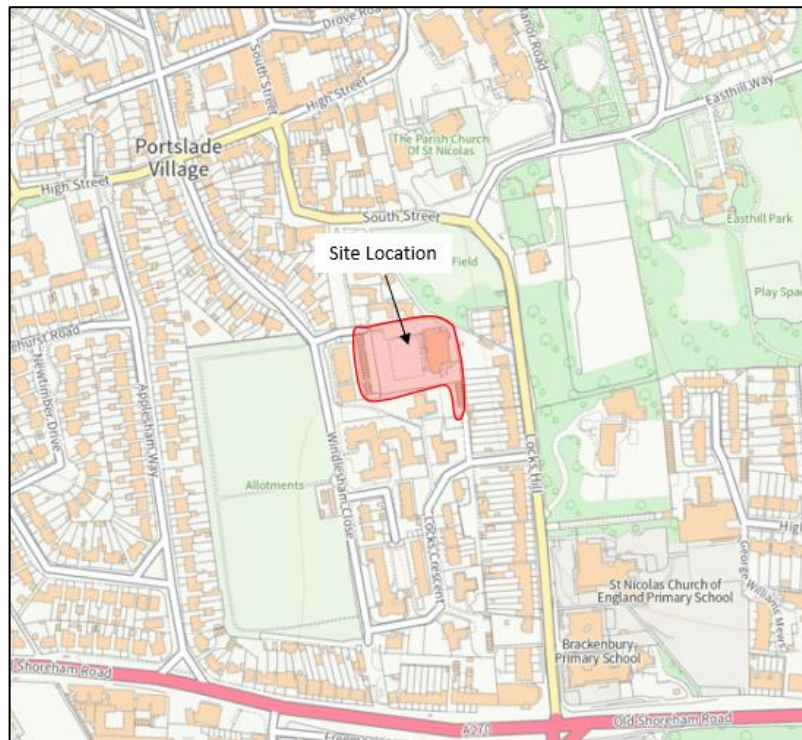


Figure 1: Site Location

- 1.3 The existing community centre is currently occupied by Extratime, who provide support for children and young adults with and without disabilities, however, a number of other community classes are held at the community centre. All current buildings will be demolished to create a new replacement community facility at ground floor and 28 new residential flats above with associated parking and landscaping.
- 1.4 There is no known planning history with Portslade Village Centre, however, there have been pre-application discussions associated with the proposed development, set out below.

Pre-Application

- 1.5 The scope of the highways input required for this application has been discussed at length with Brighton and Hove City Council (BHCC) highways officers through pre-application consultations.
- 1.6 A pre-application was submitted to Brighton and Hove City Council in April 2023 (attached as **Appendix A**) and the response stated the following in relation to transport:
- All journeys (accessing/egressing the site/different buildings) should be considered, and footpaths of at least 1.5m (recommended 2m) in width should be provided.
 - Dropped kerbs and tactile paving should be provided either side of each of the vehicular accesses proposed.
 - The proposed emergency/fire tender access strategy should be designed/planned in accordance with Access for Fire Appliances – Section 35 of the East Sussex Act 1981 and Part B5 of the Building Regulations documents.
 - Further investigation /consideration to be given for the access arrangements and whether the second access (exit-only) is needed given the low number of vehicle trips forecast. This access arrangement has now been amended and new egress point is no longer proposed.
 - A Stage 1 Road Safety Audit is recommended to be undertaken prior to determination of any prospective planning application. However, the new egress is no longer proposed and the existing access points will be utilised. Therefore, an RSA is no longer required.
 - A parking beat survey (in accordance with the Lambeth Methodology) should be undertaken to establish the existing on-street parking demand and residual capacity.
 - Cycle parking provisions should be compliant with the minimum requirements as set out in SPD14.
 - Justification in parking provision and loss of garages.
 - Blue badge parking provision to be in line with the minimum requirement.
 - Cityclean should be consulted for refuse strategy.
 - The response also provided detail of the Transport Statement requirements.

- 1.7 In support of this residential development a site visit was conducted in March 2023 and highway boundary, traffic speed data and constabulary collision data was obtained.
- 1.8 This TS has been written with consideration of the NPPF (specifically paragraph 111), City Plan Part 1 and 2 and BHCC Supplementary Policy Documents 14 – Parking Standards (2016).
- 1.9 The remainder of this TS will set out the existing site conditions, development proposals (including vehicular and pedestrian access, parking and servicing), car parking justification (with parking survey results), trip generation and summary and conclusions.

2. EXISTING CONITIONS AND SITE ACCESSIBILITY

- 2.1 As aforementioned, the site is located in a residential area between Windlesham Close and Locks Hill in Portslade and takes access from Lindfield, Windlesham Close. At present the site comprises of Portslade Village Centre, hard standing used for parking, a tarmacked sports court, a row of c8 garages within Blakers Court parking area and a row of c18 garages to the west of the site which are used for storage and accessed from Linfield.
- 2.2 The existing community centre is currently occupied by Extratime, who provide support for children and young adults with and without disabilities and a number of other smaller community groups which mainly run during the week and during term-time, as summarised in **Table 1**.

Regular Hirers	Days of Hire	Term time or full year
Active4Kids	Thursday and Friday	Term time
Albion in the Community (1-2-1s)	Wednesday	Term time
Brighton & Hove Inclusion Support Service	Ad hoc	Ad hoc
Hill Park School (Support coffee mornings)	Wednesday	Term time
Hive Playgroup	Monday	Term time
Labour Party Meetings	Wednesday	Don't have one in August
Boxing Fitness	Monday	Term time
MASCOT	Sunday and Monday	Term time
Nautical Training Corps	Friday	Full year
Pebbles Sewing Group	Monday	Term time
Tumble Tots Brighton	Friday	Term time
Yoga in the Village	Tuesday	Term time
Phoenix Theatre Group	Saturday and Sunday	Term time
Lioncare School (1-2-1s)	Monday, Wednesday, Thursday	Term time
Clubbercise	Monday	Term time
Gaming Club(Currently Extratime)	Tuesday	Term time
Grubclub (Currently Extratime)	Thursday	Term Time
Wednesday Youth Club (Currently Extratime)	Wednesday	Term time

Table 1: Existing Hirers at Portslade Village Centre as of July 2023

Local Highway Network

- 2.3 The site is accessed from Lindfield which is an unadopted road (owned by Brighton and Hove) which provides access to c18 garages, the parking area for the community centre, 14 flats at 2 Courthope Close and a secondary access to South Street Car Park. Lindfield is narrow in width and ranges from c3.2-4m. The existing conditions of Lindfield are shown in **Photographs 1 and 2**.



Photograph 1: Existing Conditions Along Lindfield



Photograph 2: Garages Accessed from Lindfield

- 2.4 Lindfield takes access from Windlesham Close and already serves a number of residential properties and ends in a cul-de-sac to the south. There is unrestricted parking along Windlesham Close for its entirety, apart from across driveways where access protection markings are present.
- 2.5 To the northeast Windlesham Close connects to High Street which provides access to local facilities and a number of residential roads. There are designated parking areas provided along High Street and other sections of the road roads are flanked by double yellow lining on both sides of the carriageway.
- 2.6 To the south, Windlesham Close connects to Locks Crescent. There are sections of unrestricted parking along Locks Crescent, however, areas of the roads are flanked by double yellow lining on both sides of the carriageway. Locks Crescent provides a through route to Locks Hill which runs north/south c60m east of the proposed site. The existing conditions of Windlesham Close and Locks Crescent can be seen in **Photographs 3 – 6**.



Photograph 3: Existing conditions along Windlesham Close



Photograph 4: Existing conditions along Windlesham Close



Photograph 5: Existing conditions along Locks Crescent



Photograph 6: Existing conditions along Locks Crescent

2.7 Locks Hill, via Locks Crescent, takes a north/south orientation. In the southern direction, Locks Hill connects with the A270 Old Shoreham Road which provides further strategic connection to the A27. The A27 is a major road network linking Portslade with Worthing (11km), Chichester (40km) and Portsmouth (65km) to the west and Brighton (4km) and Eastbourne (40km) to the east. The existing conditions at Locks Hill can be seen in **Photographs 7 and 8.**



Photograph 5: Existing conditions at Locks Hill



Photograph 6: Existing conditions at Locks Hill

2.8 While Windlesham Close is subject to a 30mph speed limit, the residential nature of the road encourages lower traffic speeds. Additionally, both High Street and Locks Hill are subject to 20mph speed limits due to their proximity to the St Nicolas CE Primary School and Brackenbury Primary School. This therefore promotes a safer environment for pedestrian and cyclist movements, thus presenting a good opportunity to encourage sustainable travel.

2.9 In addition, the rear of the site is access from Locks Crescent via Blakers Close parking area, shown within **Photograph 7**. This area provides c11 car parking spaces for residents of Blakers Close and c8 garages which are used for storage.



Photograph 7: Blakers Close Parking Area

2.10 At present, no parking for Portslade Community Centre is provided in Blakers Close parking area, all parking for the site is accessed from Lindfield.

Personal Injury Accident Data

2.11 Personal Injury Accident (PIA) Data obtained from Sussex Safer Roads Partnership show vehicle incidents reported to the police where injuries have been sustained. The incidents are recorded on a scale of 'slight', 'serious', and 'fatal'. These databases have been assessed to establish the existing safety conditions on the local highway network.

2.12 PIA Data for the latest available 5-year period (30.06.18-31.07.23) indicates that no incidents occurred on Windlesham Close or Lindfield as demonstrated in **Figure 2**.



Figure 2: PIA Data

2.13 With no incidents occurring over a 5-year period within the vicinity of the site access, this represents a minimal risk and raises no existing highway safety concerns. Consequently, the highway network in vicinity of the site is considered safe and suitable for the proposed level of development.

Pedestrian and Cycle Network

2.14 Windlesham Close features footways on the eastern side of the carriageway for the entirety of its length leading to the site, measuring approximately 2m in width. The footway is intermittent on the western side, with no footway present along the length of the allotments to the south of the site. The eastern footway benefits from dropped kerbs and tactile paving at crossings along the carriageway, facilitating the safe movement of pedestrians.

- 2.15 To the south, the eastern footway continues via a through route to the A270 Old Shoreham Road, with a staggered pelican crossing located 110m east, to assist safe pedestrian crossings.
- 2.16 While there is no formalised cycling network in the vicinity of the site, and most cyclists would not choose to cycle along the A270 Old Shoreham Road with it being a dual carriageway, the expansive network of residential roads provide attractive alternate routes. Coupled with areas which feature school zone speed restrictions, this would promote the opportunity for cycling as a viable option for residents of the development.
- 2.17 National Cycle Route (NCR) 2, a 608km route across the south coast of England, spanning from Dover, Kent to St. Austell, Cornwall is accessible within a 10-minute cycle from the site. This route provides access west to Shoreham (11 minutes), Worthing (34 minutes), Goring-by-sea (48 minutes) and east to Hove (22 minutes) and Brighton (32 minutes). This therefore presents cycling as a method of travel for both leisure and commuting from the site.

Bus Services

- 2.18 The nearest bus stop is the St Nicolas' Church Bus Stop, located 110m north-east from the site along Locks Hill and accessible via a 2-minute walk through Portslade village green. The stops feature a bus shelter on the southbound stop and a single flagpole at the westbound stop, while a timetable is available at both bus stops. The services available from these bus stops are summarised in **Table 2**.

Service	Operator	Route	Frequency		
			Mon-Fri	Sat	Sun
1/1A	Brighton and Hove Buses	Mile Oak – Portslade – Hove – City Centre – Whitehawk	Every 10 minutes 05:47 – 00:20	Every 10 minutes 06:21 – 00:20	Every 10 minutes 07:18 – 23:39
N1	Brighton and Hove Buses	Portslade – Brighton	Every Hour 1:07 – 03:17	Every Hour 1:07 – 03:17	Every Hour 1:07 – 03:17
59A School Bus	Brighton and Hove Buses	Shoreham – Portslade – Hove – Brighton City Centre	Once a day at 15:50	No Service	
16/16A	Th Big Lemon	Hangleton – Portslade-by-Sea	Once a day at 15:52	No Service	
95A School Bus	Brighton and Hove Buses	Hangleton OR Down Park – Mile Oak – Portslade – Hove – Cottesmore and Cardinal Newman Schools	Twice a day at 07:49 and 15:46	No Service	
98 School Bus	Brighton and Hove Buses	Old Shoreham – Mile Oak – Hangleton – Kings School	Once a day at 07:30	No Service	

Table 2: Bus Services

2.19 **Table 2** demonstrates that there are services as frequent as every 10-minutes between Mile Oak and Whitehawk. The frequency of services into Brighton City Centre also allows for easier access to further destinations via public transport. This promotes bus travel as a viable and attractive alternative to personal vehicle use from the site.

Rail Services

2.20 The nearest Train Station to the proposed site is Fishersgate Station (FSG), located approximately 1.2km from the site, accessible via a 15-minute walk or 5-minute cycle. Fishersgate Station has Category B2 step-free access with step-free access to both platforms via separate entrances and step-free access between platforms via the street (700m), and there is also a stepped footbridge between platforms. The station has unsheltered waiting areas, accessible taxis, accessible ticket machines and an induction loop. The station also has 10 cycle parking spaces in the form of stands that are CCTV monitored.

2.21 The station is operated by Southern Rail and operates services to key destinations such as Brighton (10 minutes), Worthing (15 minutes), Chichester (47 minutes) and Southampton (1 hour 41 minutes).

2.22 Brighton Train Station is accessible within 10-minutes by train. Additional services are available from Brighton which include Gatwick Airport (26 minutes), London Victoria (1 hour), Hastings (1 hour 11 minutes), Portsmouth (1 hour 17 minutes) and Cambridge (2 hours 29 minutes). This therefore presents the opportunity to promote rail travel as an attractive mode of transport for residents of the site.

Accessibility and Amenities

2.23 The proposed site is well situated with access to amenities and facilities in the local area, with many accessible within short walking and cycling distances. A summary of key amenities and facilities in the local area is provided in **Table 3**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycling Time (250m per minute)
Portslade village green	<100m	<1 minute	<1 minute
St Nicolas' Church Bus Stop	110m	2 minutes	1 minute
Portslade Baptist Church	120m	2 minutes	1 minute
The Village Convenience Store	200m	3 minutes	1 minute
The Stags Head (Pub)	230m	3 minutes	1 minute
St Nicolas CE Primary School	400m	4 minutes	1 minute
Brackenbury Primary School	450m	5 minutes	2 minutes
Tates Texaco (Petrol Station)	550m	7 minutes	2 minutes
Portslade Library	800m	10 minutes	3 minutes
Well Pharmacy	1.1km	14 minutes	4 minutes
Fishersgate Station	1.2km	15 minutes	5 minutes
Sainsbury's	1.5km	19 minutes	6 minutes
Portslade Post Office	1.5km	19 minutes	6 minutes
Lloyds Bank	1.6km	20 minutes	6 minutes
Southlands Hospital	2.9km	36 minutes	12 minutes

Table 3: Local Amenities and Facilities

2.24 As summarised within **Table 3**, the proposed development is located in proximity to a wide range of facilities. The majority of facilities are located within CIHT's average pedestrian journey time of 1.37km, suggesting the site is highly accessible.

2.25 In addition, the site is proposing a new pedestrian link which will decrease some of the journey times to local facilities including St Nicolas CE Primary School, Brackenbury Primary School and Fishersgate Station.

Summary

2.26 The site is located within walking and cycling distances to various facilities, with the majority being within the average pedestrian journey length. There is a good provision of pedestrian and cycling infrastructure in the area which provides access to local facilities. In addition, frequent public transport connections through nearby bus and rail services can be utilised to travel further afield sustainably. The site is therefore considered suitably accessible for the proposed level of residential development.

3. DEVELOPMENT PROPOSALS

3.1 The proposed development comprises of 28 units and 397sqm community area. All the existing buildings and garages to the west and south (c26) will be demolished to create the new community facility, residential units and parking for staff and residents.

Garage Demolition

3.2 The community building parking will be located on-site, with 6 spaces replacing the existing c18 garages and the remaining 4 located in a similar position to the current community centre parking, north of the proposed building. The majority of the residential parking (c12 spaces) will be provided within the car park off Blakers Court located to the south of the site, replacing the c8 garages within the parking area.

3.3 The existing garages are owned by the client and leased out to local residents for storage and parking. It is unknown how many of these are used to park their vehicles, however given the size of the garages they are not of a suitable size suitable for modern cars, therefore the number used to park cars is expected to be low. The garages at Lindfield have a small tarmac area in front of the garages, however, the area is very tight and it is unlikely cars would park here as they would block people in and obstruct the garages. The garages at Blakers Court parking area could not accommodate parking in front of them as this would obstruct the parking for Blakers Court.

3.4 Therefore, as a worst-case scenario, up to 26 spaces could be lost as a result of the garage demolition. However given the size of the existing garages and it is anticipated that these are too small for most modern cars and therefore the majority are expected to be used for storage.

Development Proposals

3.5 The development will comprise of 397sqm of community centre and 28 flats across two blocks. The accommodation schedule is illustrated in **Table 4** with the development proposals included in **Appendix B**. It should be noted that 3 units, one of each type, will be dedicated M4(3) accessible compliant.

Unit	Amount
1 Bedroom	6
2 Bedroom	16
3 Bedroom	6
Total	28

Table 4: Accommodation Schedule

Access Arrangements

- 3.6 The site will be accessed at two locations however, these will not connect. Primary access to the site will be via Lindfield from Windlesham Close, which is the existing arrangement. The existing Lindfield access road will be widened to facilitate two-way vehicle movement and access for emergency vehicles. In addition, it is proposed that a dropped kerb tactile paving crossing point will be provided across the junction of Lindfield to enhance pedestrian accessibility.
- 3.7 To ensure the visibility from this access is sufficient, a visibility splay assessment has been undertaken to ensure visibility of 2.4m x 43m (in line with MfS guidance for 30mph speed limit roads) is achievable. The visibility splay is attached as **Appendix C**.
- 3.8 The existing vehicle access from Locks Crescent to Blakers Court at the south of the site will be retained to provide access to residential parking. The access will remain as existing, and no improvements are suggested.
- 3.9 Pedestrian access will be both from Portslade Village Green to the northeast and from Windlesham Close in the southeast via a new pedestrian footway which will provide access across the site. All pedestrian access will tie into the existing footway provision at Locks Hill and Windlesham Close. In addition, footways will provide access to all areas of the site.

Residential Car Parking

- 3.10 SPD14 requires a maximum of 1 car parking space per dwelling plus 1 space per 2 dwellings for visitors for 1-2 bedroom and 3-4+ bedroom C3 residential dwelling sites in the outer areas of Brighton and Hove. Applying these standards leads to the development requiring a maximum of 28 residential spaces and 14 visitor spaces.
- 3.11 It is proposed that the development will include 13 residential parking spaces. One space will be located to the north of the development (where the existing site parking is located) and will be a designated disabled space. The remaining 12 spaces (3 of which are designated disabled spaces) are located in the existing Blakers Court car parking area to the south of the site, accessed from Locks Crescent. The existing parking spaces at Blakers Court will remain and the existing c8 garages will be demolished to provide 12 parking spaces for the residential development.

Parking Justification

- 3.12 The proposed development car parking proposals fall short of 15 spaces for the residential development. This makes the development a car-lite scheme which can be considered acceptable as it aligns with Policy DM36 of the BHCC City Plan Part 2.
- 3.13 The development site is located in an accessible location with facilities within walking and cycling distances and a good provision of pedestrian and cycle infrastructure, making active travel modes attractive to residents. Furthermore, as aforementioned, a pedestrian footway is to be provided from Windlesham Close to the Village Green, enhancing the pedestrian infrastructure.
- 3.14 In addition, the closest bus stop to the site is accessible within a 2-minute walk. There are a wide variety of bus services which operate as frequently as every 10-minutes which provide connections to Brighton and the surrounding areas. This makes public transport a viable option for residents and visitors to the site, reducing the need to travel to the site by private vehicle.
- 3.15 Moreover, Fishersgate Railway Station is accessible which offers services to Brighton., Worthing, Chichester and Southampton. From Brighton Railway Station, further services can be accessed. Therefore, the site can be accessed from destinations further afield utilising public transport, thus reducing the need to travel to the site by private vehicle.
- 3.16 In addition, 2011 Census dataset LC4415EW has been reviewed for the level of car ownership for residents aged 17 or over who live in flats/apartments in the Brighton and Hove Middle Super Output area (MSOA) 012, where the site is located. It shows that 54% of residents do not have access to a private car or van who live in flats/apartments, 37% own 1 car or van and 9% own 2 or more cars or vans.
- 3.17 Using these data patterns suggests that the development would require 15 parking spaces which leaves 5 spaces unaccounted for when looking at the proposed parking. However, when taking into account the abundance of unrestricted parking available on the surrounding local road network, it is anticipated that 5 spaces can be accommodated. To ensure the local highways network can accommodate c5 vehicles, a parking survey has been undertaken.

- 3.18 In addition, it is not known how many garages are currently utilised for parking and although unlikely, the 26 garages being demolished may result in vehicles being displaced onto the local road network. As there is no information on whether those leasing the garages park their car there, or how far they live in relation to the garages, it is difficult to accurately predict how many vehicles could potentially be displaced.
- 3.19 Therefore, to be robust, it has been assumed that all 26 garages could be utilised for parking. The results of the parking survey have also been utilised to assess whether the surrounding highways network can accommodate these vehicles.

Car Parking Survey

- 3.20 A parking stress survey was undertaken in the sites locality on Wednesday 26th April 2023 between 05:00 and 09:00 and Thursday 27th April 2023 at 05:00 to investigate whether parking in the vicinity of the site could accommodate any parking occurring as a result of the development. This survey used a methodology of identifying a 200m / 2-minute walking distance from the site location and identified unoccupied parking spaces in line with the Lambeth Parking Survey Guidance (2021). Double yellow lines and cross-overs were excluded from the parking capacity available. The extent of the parking survey can be seen in **Figure 3**.



Figure 3: Parking Survey Coverage

- 3.21 In order to ensure that the surrounding road networks can accommodate any displaced vehicles, the parking survey looked at the number of cars parked and number of spaces available on the surrounding roads within a 200m walk from the site. The full parking survey data available in **Appendix D**.
- 3.22 The parking survey results for Wednesday 26th April 2023 are summarised below in **Table 5**. To provide a robust assessment of the parking for this date, the 08:45 parking beat has been used as this presented the worst-case scenario where the most parking spaces were occupied. It should be noted that this was during school drop off time.

Wednesday 26 th April 2023				
Road	Total Spaces	Occupied Spaces	Empty Spaces	Parking Stress
Windlesham CL	136	72	64	53%
Windlesham CL 2	26	9	17	35%
Windlesham CL 3	0	0	0	N/A
Lindfield	21	0	0	0%
Locks Cres	53	35	18	66%
Blakers CT	11	10	1	83%
Portslade CT	27	14	13	52%
Locks Hill	18	17	1	94%
Car Park	20	18	2	90%
Total	312	178	134	57%

Table 5: Parking Survey Results Wednesday 26th

- 3.23 The results of this survey demonstrate that 134 spaces were vacant and available for parking during this survey period leading to a total stress percentage of 57%. These results show that the parking demand associated with the development (c5 vehicles) can easily be accommodated on the surrounding highways network.
- 3.24 In addition, should 26 spaces from the demolished garages be required from the loss of garages and 5 extra spaces were required for the development, that this can be accommodated and would still leave c103 spaces unused on the surrounding highways network.
- 3.25 The parking survey results for Thursday 27th April 2023 are summarised below in **Table 6**. It should be noted that the survey was taken as a single beat survey at 05:00 on this date (as this is when it is expected everyone will be at home and parked).

Thursday 27 th April 2023				
Road	Total Spaces	Occupied Spaces	Empty Spaces	% of spaces used
Windlesham CL 1	136	67	69	49%
Windlesham CL 2	26	8	18	30%
Windlesham CL 3	4	0	0	0%
Lindfield	21	0	21	0%
Locks Cres	53	23	30	43%
Blakers CT	11	13	0	100%
Portslade CT	27	11	16	41%
Locks Hill	18	17	1	94%
Car Park	20	16	4	80%
Total	313	159	154	51%

Table 6: Parking Survey Results Thursday 27th

- 3.26 The results of the survey demonstrate that there were 154 vacant spaces available for parking during this survey period leading to a total stress percentage of 51%. These results show that the parking demand associated with the development and any displacement that occurs from it can easily be accommodated by the surrounding road network.
- 3.27 In addition, it is evident from the parking survey results that even if 26 spaces from the demolished garages were required from the loss of garages and 5 extra spaces were required for the development, there would still be 123 spaces (154 – 31) unused on the surrounding highways network.
- 3.28 The parking survey data illustrates that the existing local road network and available parking can accommodate any parking requirements from this development in addition to any displaced parking that occurs from the development as well.

Community Centre Parking

- 3.29 SPD14 requires a maximum of 1 car parking spaces per 20sqm of community use which leads to a maximum provision of 20 car parking spaces for the proposed development.
- 3.30 The proposed car parking for the community use equates to 10 parking spaces on site including three spaces for Blue Badge drivers. Six spaces will be located in the western part of the development (where the existing row of c14 garages are located), of which 3 will be disabled bays and the remaining 4 spaces will be located to the north of the development. The existing garages will be demolished to provide the 6 parking spaces and ensure there is sufficient room for vehicles to manoeuvre.

- 3.31 It is proposed that some existing community centre uses will be the future tenants within the new facility, however, Extratime is no longer operating and therefore their sessions will not be included in the future use. At present, the community centre has c14 car parking spaces with only 1 accessible bay. Although the community centre will have a reduction in 4 spaces, informed by the client and current utilisation at the site this is expected to be sufficient for the expected community use. In addition, having 3 accessible bays will meet the needs of the users of the community centre and will therefore be a betterment to the site.
- 3.32 In addition, due to the nature of some of the community groups, it is likely that people will get dropped off and picked up for different sessions at the community centre and therefore, parking will not be required by many for the whole duration of a session, meaning spaces will become available quickly. However, those that do need to stay for the duration of the session will be able to utilise the available parking which is deemed sufficient for the group sizes.
- 3.33 Furthermore, sessions do not often overlap or run one after the other and therefore, it is unlikely that parking will become an issue as there is not more than one group on site at a time.
- 3.34 In addition, as set out within the parking survey, the local highways network will be able to accommodate any additional parking requirements needed by the community centre.
- 3.35 To ensure both the community centre parking and disabled residential parking bay is accessible a swept path analysis has been undertaken and is attached as **Appendix E**.
- 3.36 In addition, 2 motorcycle parking spaces will be located to the west of the 4 community centre spaces and next to the disabled residential space to the north of the development.

Cycle Parking

- 3.37 SPD14 requires a minimum of 1 long-stay cycle parking space per 1–2-bedroom dwellings and 2 long-stay cycle parking spaces per 3-4 bedroom dwellings. This suggests a minimum of 34 long-stay cycle parking spaces are required for residential use.
- 3.38 SPD14 requires a minimum of 1 short-stay cycle parking spaces per 3 units, from a threshold of 5 units for C3 residential dwellings. This equates to a minimum of 8 short-stay cycle parking spaces needed for the development.
- 3.39 SPD14 also requires a maximum of 2 cycle parking spaces plus 1 per 350sqm of community use space equating to 3 cycle parking spaces for community use.

- 3.40 The proposed residential cycle storage will take the form of a cycle hub (which accords with spatial dimensions set out in the London Cycle Design Standards, as set out within the pre-application feedback from BHCC.) with semi-vertical racks for 28 spaces and 8 Sheffield bike stands (4 located to the south of the south of the eastern building and 4 to the north-east of the western building) to make a total of 44 cycle spaces.
- 3.41 There will also be 4 Sheffield bike stands (for 8 bikes) located to the south of the 6 community car parking spaces, to the west of the building.
- 3.42 Therefore, cycle parking for both the residential and community use are being proposed to standard.

Refuse and Servicing

- 3.43 The refuse collection area will be located between both the east and west pavilion, identified within **Appendix B**. This will ensure that maximum walk/carry distances are adhered to for residents and refuse collectors.
- 3.44 The turning head provided will have bollards at each corner and will be a mix of grasscrete and a section of the footway between Windlesham Close and the Village Green. It has been ensured that the refuse vehicle and fire tender can access the site and turn around which is shown within **Appendix F**.
- 3.45 The proposed emergency/fire tender access strategy has been designed/planned in accordance with Access for Fire Appliances – Section 35 of the East Sussex Act 1981 and Part B5 of the Building Regulations documents. The site will have appropriate hydrants/dry risers in line with guidance for flats.

4. HIGHWAY IMPACT

4.1 This section looks at the existing trip generation for the site, the proposed trip generation for the development and the net impact for the site.

Existing Trip Generation

4.2 Information has been provided by the client about the current use of the community centre. Exact trips are not known, however, information on the class type, number of sessions per month and whether their sessions are term-time or all year has been provided. This is summarised within **Table 7**.

Regular Hirers	Days of Hire	Time of Session	No of sessions per month	Term time or full year
Active4Kids	Thursday and Friday	4.45pm -6.00pm	8	Term time
Albion in the Community (1-2-1s)	Wednesday	-	4	Term time
Brighton & Hove Inclusion Support Service	Ad hoc	-	Ad hoc	Ad hoc
Hill Park School (Support coffee mornings)	Wednesday	-	1	Term time
Hive Playgroup	Monday	10am-12pm	4	Term time
Labour Party Meetings	Wednesday	-	1	Don't have one in August
Boxing Fitness	Monday	6:30pm	4	Term time
MASCOT	Sunday and Monday	-	6	Term time
Nautical Training Corps	Friday	-	4	Full year
Pebbles Sewing Group	Monday	-	4	Term time
Tumble Tots Brighton	Friday	9:15am-1:00pm	4	Term time
Yoga in the Village	Tuesday	8pm	4	Term time
Phoenix Theatre Group	Saturday and Sunday	10am-4:30pm	6	Term time
Lioncare School (1-2-1s)	Monday, Wednesday, Thursday	-	12	Term time
Clubbercise	Monday	8pm	4	Term time
Gaming Club(Currently Extratime)	Tuesday	4pm-6:30pm	1	Term time
Grubclub (Currently Extratime)	Thursday	4pm-6:30pm	4	Term Time
Wednesday Youth Club (Currently Extratime)	Wednesday	4pm-7pm	4	Term time

Table 7: Regular Hirers and Session Timings at Portslade Village Centre as of July 2023

- 4.3 As summarised in **Table 7**, there are a wide range of groups which currently utilise Portslade Village Centre. It is evident that the majority of classes are in the morning from 09:00-12:00 or after school hours and later into the evening between 16:30-20:00. The majority of these sessions only occur during term-time and operate 1-2 sessions per week.
- 4.4 It is not known how many people attend these classes and therefore, it is not possible to estimate how many trips the community centre is producing. However, it is known that a lot of the after-school clubs and those run by Extratime provide a minibus service to bring children to the site and therefore, in these cases very few trips are made to the site by private vehicles.
- 4.5 In addition, based upon the information in **Table 7**, it is evident that the majority of classes run outside the AM and PM peak period. Therefore, it is unlikely the community centre will produce trips during the AM peak hour as the first session starts at 09:15 and it is likely that few trips occur during the PM peak period as clubs start before the PM peak period. In this case it can be assumed all trips occur outside the AM and PM peak periods. Furthermore, this use is being pre-provided and therefore the overall number of trips generated is not expected to vary significantly.

Proposed Trip Generation

- 4.6 In order to assess the highway impact, TRICS data has been collected for both the residential and community use of the site to determine the highway impact of the proposed development. As aforementioned, the proposed development comprises of 28 units with 397sqm of community use.

Residential Trip Generation

- 4.7 To understand the potential trip generation associated with the residential aspect of the development, trip rates have been derived from the TRICS (v7.10.2) database utilising the following parameters:
- Residential – Flats Privately Owned.
 - Between 9 and 45 units.
 - Weekday surveys only.
 - Suburban and Edge of Town locations only.
 - Sites in England (Excluding Greater London).

4.8 Although the development is proposing the 28 flats to be affordable, private flats have been utilised to gain robust trip rate information as private flats typically have a higher trip rate than affordable.

4.9 The results from the TRICS database is summarised in **Table 8** and full outputs are attached in **Appendix E**.

Mode of Transport	AM Peak (Arrivals)	AM Peak (Departures)	PM Peak (Arrivals)	PM Peak (Departures)	Daily Trip Gen (12 hours)
Walking	0.038	0.144	0.121	0.030	1.833
	1	4	3	1	51
Cycling	0.000	0.083	0.045	0.008	0.298
	0	2	1	0	8
Public Transport	0.008	0.303	0.227	0.008	1.669
	0	8	6	0	47
Car	0.030	0.136	0.174	0.061	1.756
	1	4	5	2	49
HGVs	0.000	0.008	0.000	0.000	0.032
	0	0	0	0	1
LGVs	0.008	0.015	0.015	0.008	0.324
	0	0	0	0	9
Total Movements	2	18	15	3	165

Table 8: Residential Multi-modal Trip Generation (28 units)

- 4.10 As summarised in **Table 8**, the proposed development can be expected to produce a total of 20 two-way movements in the AM peak, with 5 of these being by car, 5 walking, 2 cycling and 8 utilising public transport. In the PM peak, the development can be expected to produce a total of 18 two-way movements with 7 of these being by car, 4 walking, 1 cycling and 6 utilising public transport.
- 4.11 In terms of vehicle movements, the development can be expected to produce up to 5 two-way car movements in the AM peak, 7 two-way car movements in the PM peak and up to 49 movements across a 12-hour period. The majority of these vehicle movements would be associated with the existing access to the south of the site from Locks Crescent which provides access to the main residential parking area. It is deemed that the existing road has capacity to accommodate these additional vehicle movements and there will be no significant impact on the surrounding highways network in the context of the NPPF.
- 4.12 Based upon the TRICS results, it can be expected that the development could see an increase in 51 pedestrian movements over a 12-hour period. There is a good provision of pedestrian infrastructure surrounding the site and the addition of a dropped kerb tactile paving crossing point across the site access and the new pedestrian link through the site will enhance the connectivity. Therefore, it is suggested that the provision of pedestrian infrastructure is suitable for the proposed increase in movements.
- 4.13 Public transport could see an increase of up to 49 users across a 12-hour period with 8 movements in the AM peak and 6 in the PM peak. There is a good provision of bus services with operate as frequently as every 10-minutes and a good provision of train services. Therefore, it is anticipated that the existing public transport network will be able to accommodate this increase in public transport use.
- 4.14 The proposed development could also see an increase in up to 8 cycle movements a day. It is anticipated the existing cycle network surrounding the site can accommodate these additional movements.

4.15 The site could also generate up to 1 HGV and 9 LGV movements per day. As aforementioned, suitable turning locations have been provided on site to ensure there is no conflict with other vehicles meaning 1 HGV movement per day can easily be accommodated at the site. As for the LGV movements, these are likely to be delivery vehicles for the flats and the addition of up to 9 trips per day will not have a significant impact on the surrounding highways network in the context of the NPPF. Furthermore, a proportion of these trips would be linked to existing residential properties in the local area and not wholly new to the wider highway network.

Community Centre Trips

4.16 For the community centre element of the scheme, there will be 397sqm of space provided. It is understood from the client that the existing uses at the community centre will remain the same, however, Extratime, who are the current main operator at the site, will no longer be providing sessions and therefore, at least 3 groups will no longer be run.

4.17 Based upon this information it can be assumed that trips to the site will remain the similar with all trips occurring outside of the AM peak hours. There will also be 3 fewer evening sessions than existing, as the Extratime groups will not be run, meaning there will be fewer trips to the site between 4pm-7pm.

4.18 Therefore, it can still be assumed that all trips associated with the community centre at the site will occur outside the AM and PM peak hours and most trips will occur in term-time only.

4.19 Therefore, whilst trips from the site will increase due to the residential development, it is expected that trips from the community use will decrease and so the development is not expected to result in a significant impact on the surrounding highway network in the context of the NPPF.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Brighton and Hove City Council to support a planning application for the redevelopment of Portslade Village Centre, Portslade to provide 28 residential units and a new community facility with associated landscaping and parking.
- 5.2 The site is located in a residential area between Windlesham Close and Locks Hill in Portslade and takes access from Lindfield, Windlesham Close. At present the site comprises of Portslade Village Centre, hard standing used for parking, a tarmacked sports court, a row of c8 garages within Blakers Court parking area and a row of c18 garages to the west of the site which are used for storage. The site is bordered to the north, east, south and west by residential development with Portslade Green bordering the site to the northeast.
- 5.3 Pre-application discussions were undertaken in April 2023 to help aid the design of the development and the input into this TS.
- 5.4 This TS has been written with consideration of the NPPF (specifically paragraph 111), City Plan Part 1 and 2 and BHCC Supplementary Policy Documents 14 – Parking Standards (2016).
- 5.5 The site is located within walking and cycling distances to various facilities, with the majority being within the average pedestrian journey length. There is a good provision of pedestrian and cycling infrastructure in the area which provides access to local facilities. In addition, frequent public transport connections through nearby bus and rail services can be utilised to travel further afield sustainably. The site is therefore considered suitably accessible for the proposed level of residential development.
- 5.6 A PIA data assessment of the local area has found no recorded accidents in the vicinity of the site and so it can be concluded that the development will exacerbate any existing highway safety concerns.
- 5.7 The proposed development will be comprised of 28 units with 397sqm of community use with access from Lindfield via Windlesham Close, with additional residential parking provided to the south of the site using the existing access from Locks Crescent.
- 5.8 Pedestrian access will be both from Portslade Village Green to the northeast and from Windlesham Close in the southeast via a new pedestrian footway which will provide access across the site. All pedestrian access will tie into the existing footway provision at Locks Hill and Windlesham Close.

- 5.9 It is proposed that the development will include 13 residential parking spaces (4 disabled) which falls short of the 15 spaces recommended by SP14. There will be 10 car parking spaces (including 3 disabled) provided for the community aspect of the development. A review of 2011 Census dataset LC4415EW (Car and Van Ownership) indicates that the residential development would generate a demand for 15 car parking spaces. A car parking survey was undertaken for the roads surrounding the development which confirmed there was sufficient capacity to accommodate any overspill from the development and garages.
- 5.10 Cycle parking will be provided in line with guidance.
- 5.11 It has been ensured a refuse vehicle and fire tender can get within the required distances in line with building regulations and turn around on site.
- 5.12 To understand the existing trip generation for the site, information was obtained from the client. It is unlikely the community centre will produce trips during the AM peak hour as the first session starts at 09:15 and it is likely that few trips occur during the PM peak period as clubs start before the PM peak period. In this case it can be assumed all trips occur outside the AM and PM peak periods.
- 5.13 The proposed development can be expected to produce a total of 20 two-way movements in the AM peak, with 5 of these being by car, 5 walking, 2 cycling and 8 utilising public transport. In the PM peak, the development can be expected to produce a total of 18 two-way movements with 7 of these being by car, 4 walking, 1 cycling and 6 utilising public transport. The development could also be expected to provide 1 HGV movement and 9 LGV movements over a 12-hour period.
- 5.14 It is understood from the client that the existing uses at the community centre will remain, apart from the Extratime sessions which will no longer be run and therefore, trips to the site are likely to decrease.
- 5.15 Therefore, whilst trips from the site will increase due to the residential development, it is not expected that trips from the community use will increase and so the development is not expected to result in a significant impact on the surrounding highway network in the context of the NPPF.
- 5.16 This TS has demonstrated that the proposed development will not have a significant impact on the operation, safety or capacity of the local highway network and we therefore encourage Brighton and Hove City Council to look favourably upon this development in relation to highways.

Transport and Highways Pre-application Advice

CONSULTEE	Strategic Transport Development Officer <i>For and on behalf of Brighton & Hove City Council (BHCC) in its capacity as the Local Highway Authority (LHA)</i>
DATE OF REPLY	18/04/2023
APPLICATION NUMBER	HA1107-D1P
RESPONSE NUMBER	First response to this application
ADDRESS	Portslade Village Centre, Windlesham Close, Portslade, Brighton, BN41 1LL
KEY POLICIES APPLICABLE	<i>CP7, CP9, and CP13 of City Plan Part One, DM33, DM34, DM35, DM36, DM37 of City Plan Part Two; SPD14 Parking Standards, SPD07 Advertisements, Developer Contributions Technical Guidance; WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan Policy</i>

INTRODUCTION

1. This response forms the Local Highway Authority's (LHA) first pre-application written advice in response to the Portslade Village Centre development proposal (ref: HA1107-D1P). A pre-application meeting was held on Tuesday 28 March 2023.
2. The Local Highway Authority's (LHA) advice in this written response is provided on a without prejudice basis and is based on the following documents reviewed at pre-application stage:
 - a) Pre-Application Highways form (completed by the applicant).
 - b) Proposed site and ground floor plan.
 - c) Stage 2 Report.
 - d) Pre-Application meeting discussions.
3. As the LHA, we reserve the right to vary from the views expressed and/or to provide further, potentially conflicting, advice or comments in future, including in their observations on any planning application that may follow.
4. Proposals should comply with all relevant local and national policy, including the National Planning Policy Framework, retained Local Plan policies, City Plan Part One and City Plan Part Two policies and SPD14 parking standards.
5. Proposals should take account of relevant national and local guidance including, amongst other things, online Planning Practice Guidance, national design guidance and local adoptable standards for highway design, and other LHA guidance mentioned above. All design guidance must be applied with reference to the Council's and operator's Duties under the Equality Act 2010.

BACKGROUND AND HISTORY

SITE & SURROUNDINGS	<p>Southern Cross northbound/southbound (circa 500m from the site) bus stops on Locks Hill are served by bus routes 1, 1A and N1 and 16A, 16B.</p> <p>Southern Cross westbound bus stop and eastbound bus stop (600m) on the A270 Old Shoreham Road are served by bus routes 2, 2b, 46 and 59.</p> <p>Fishersgate Railway Station is situated approximately 1km (a 13-minute walk) to the south of the site.</p> <p>The application site is not located within a controlled parking zone (CPZ). On-street parking is unrestricted.</p>
CIL ZONE	<p>The Community Infrastructure Levy (CIL) was implemented in Brighton & Hove on 5th October 2020. CIL is a non-negotiable financial levy that local authorities can charge on new development to fund infrastructure to support the planned development of the area. However, developer contributions and/or works in kind may still be sought for application-specific impacts on the highway where tests under the CIL regulations are met.</p> <p>It is noted that the site is situated within CIL Residential Charging Zone 3.</p>

HIGHWAYS PRE-APPLICATION MEETING

DATE	28/03/2023
ATTENDEES (APPLICANT)	Nicholas Fishlock, Estate Regeneration Project Manager, BHCC Caitlin Turley - Paul Basham Associates (Transport Consultant) Christopher Turner – Miller Bourne (Architect)
ATTENDEES (LHA)	Laura Brett, Strategic Transport Development Officer <i>BHCC, for and on behalf of the LHA</i>

Transport and Highways Pre-application Advice

The applicant proposes to redevelop the site to deliver 28 new residential dwellings (C3 use) (7x1-beds, 16x2-bed and 6x3bed), 3 of which are dedicated M4(3) accessible compliant, with associated car parking. 413sqm of the existing community use will be retained as a part of the proposals. The development proposals will result in the loss of existing on-site garages, understood to be used by the local community for storage and parking.

The LHA's pre-application advice is set out in the table on the next page, and actions by type are identified by colour as set out in the below table, i.e., green indicates no further action/amendment is considered necessary, yellow indicates further information/justification would be required at planning application stage and red indicates urgent attention is required to revise/update and amend in line with the LHA's advice prior to planning submission.

CONSIDERATION

Item	LHA comments	Action / Recommendation
ACCESS	<i>Pedestrian</i>	
	The applicant proposes to improve pedestrian connections between the site and local area including Portslade Village Green to the south/rear of the site, which is welcomed by the LHA.	All journeys (accessing/egressing the site/different buildings) should be considered, and footpaths of at least 1.5m (recommended 2m) in width should be provided.
	The applicant should ensure the on-site footpath provision connects/aligns with the on-street footway provision.	
	Dropped kerbs and tactile paving should be provided either side of each of the vehicular accesses proposed (existing and proposed).	
The applicant should consider on-site lighting to improve safety perceptions for pedestrians/cyclists travelling to/from the site during hours when daylight is significantly reduced.		
		The applicant should ensure the on-site footpath provision connects/aligns with the on-street footway provision.
		Dropped kerbs and tactile paving should be provided either side of each of the vehicular accesses proposed.
	<i>Cycle</i>	
	Cyclists can access the site via the Lindfield access road from Windlesham Close. Cyclists will need to share access with vehicles. The applicant should consider dropped kerb access where cyclists need to access on-site footpaths/cycle parking stores.	N/A
	<i>Vehicle</i>	
	The applicant proposes to retain the existing two-way vehicular access (Lindfield) from Windlesham Close. The applicant proposes to widen the existing Lindfield access road to facilitate access for emergency vehicles (i.e., fire tender).	Swept path analysis should be submitted in support of any prospective planning submission.
		The proposed emergency/fire tender access strategy should be designed/planned in accordance with <i>Access for Fire Appliances – Section 35 of the East Sussex Act 1981</i> and <i>Part B5 of the Building Regulations</i> documents.
	The applicant proposes to extend the existing Lindfield access road through to the south of the site to create a new vehicular access/priority access junction with Windlesham Close.	Further investigation /consideration to be given for the access

Transport and Highways Pre-application Advice

<p>During the pre-application meeting, the LHA queried the need for a second vehicular access on Windlesham Close.</p>	<p>arrangements and whether a second access (exit-only) is needed given the low number of vehicle trips forecast that the access will serve.</p>
<p>During the pre-application meeting, the LHA queried whether the applicant will be offering up Lindfield for adoption. Lindfield does not form part of the public highway; however, it is understood that the access road is owned by Brighton and Hove City Council.</p>	<p>Further consideration is needed from the applicant as to whether they would seek to offer the Lindfield access road up for LHA adoption.</p>
<p>The applicant seeks to agree a departure from standards, which is required to achieve visibility at the secondary one-way access from Windlesham Avenue. Driver visibility for vehicles egressing the car park area needs to remain clear of obstructions over 600mm in height, in the interest of pedestrian visibility and safety on Windlesham Close.</p> <p>The LHA recommends that the applicant commissions a Stage 1 (S1) Road Safety Audit (RSA) for the new access (Lindfield)/extension to the on-site road. The brief for the S1 RSA should be signed off by the overseeing organisation (BHCC) in accordance with DMRB's GG119. The S1 RSA and Designers Response should be appended to the Transport Statement.</p>	<p>A Stage 1 Road Safety Audit is recommended to be undertaken prior to determination of any prospective planning application.</p>
<p>On-street car parking will need to be removed to create the exit-only vehicular access (Lindfield), which will result in the loss and displacement of on-street parking for existing residents. The applicant should investigate whether the parking bays are allocated to particular residents and where these spaces could be relocated to.</p> <p>A parking beat survey (in accordance with the Lambeth Methodology) should be undertaken to establish the existing on-street parking demand and residual capacity, to determine whether any amendments to the kerb line can be accommodated for without impact.</p> <p>A Traffic Regulation Order (TRO) may be required to facilitate the removal of on-street parking bays and any proposed amendments to the existing public highway in this location.</p>	<p>A parking beat survey (in accordance with the Lambeth Methodology) should be undertaken to establish the existing on-street parking demand and residual capacity, to determine whether any amendments to the kerb line can be accommodated for without impact.</p>
<p>PARKING & LOADING</p> <p><i>Cycle parking – Long-stay</i></p> <p>SPD14 requires the following <u>minimum</u> long-stay cycle parking provisions for C3 residential dwellings:</p> <ul style="list-style-type: none"> ▪ For 1–2-bedroom dwellings, 1 long-stay cycle parking spaces per dwelling (23 spaces) ▪ For 3-4+ bedroom dwellings, 2 long-stay cycle parking spaces per dwelling (12 spaces) <p>SPD14 requires a maximum of 2 car parking spaces plus 1 per 350sqm of community use space, equating to 3 cycle parking spaces (2 Sheffield stands).</p> <p>The applicant is proposing (as set out in the application form):</p> <ul style="list-style-type: none"> ▪ 27 long-stay cycle parking; and ▪ 9 short-stay cycle parking. <p>The proposed cycle parking provision falls below the minimum cycle parking provision requirements, as set out in SPD14. In order to demonstrate minimum compliancy with SPD14, the development should propose a <u>minimum</u> of:</p> <ul style="list-style-type: none"> ▪ 35 long-stay cycle parking spaces (residential use) ▪ 3 cycle parking spaces (community use) 	<p>The current cycle parking provisions do not comply with the minimum requirements for residential and community uses as set out in the SPD14.</p> <p>Cycle parking provisions should be compliant with the <u>minimum</u> requirements as set out in SPD14 for the proposed land uses (i.e., residential and community uses)</p>
<p>The applicant is advised to take note of the following cycle parking design recommendations for long-stay cycle parking:</p> <ul style="list-style-type: none"> ○ Spaces for residents should be in secure, covered areas, preferably internal communal stores. ○ Stores should be logically located. 	<p>The LHA recommend a communal cycle store for a residential development of this size/scale.</p>

Transport and Highways Pre-application Advice

<ul style="list-style-type: none"> ○ Whilst the majority of long-stay stands in each block should be Sheffield stands as these are considered universally accessible, a proportion could be provided through two-tier racks. The layout of two-tier storage would be subject to the following design standards: <ul style="list-style-type: none"> ○ Aisle widths to be as per the London Cycle Design Standards to ensure that bikes can be presented to withdrawn trays and that others can pass at the same time. Typically, this is 2,500mm but more (~3,500mm) if two racks are facing. ○ 500mm lateral spacing between stands within the rack in order to provide side access to lock front wheels to the stand. ○ Vertical clearance should be provided in accordance with the manufacturer’s specifications (i.e., For cycle hubs/stores that contain two-tier stands a minimum headroom clearance of 2.6m is required). ○ Doors to compounds should be secure and power assisted. ○ Provision for electric bikes, including lockers for batteries/charging points would be welcome. 	<p>The design and layout of cycle parking should accord with spatial dimensions set out in the London Cycle Design Standards.</p> <p>Details of long-stay cycle parking are likely to be secured by condition if planning consent is approved.</p>
<p>The applicant should give consideration to the end-of-trip active travel facilities (i.e., showers, lockers, changing rooms) for staff and visitors of the community use.</p> <p>Should the applicant consider reducing on-site car parking, alternative facilities should be provided (i.e., cycle parking, electric charging, car share bays, car clubs, end-of-trip facilities) to support/encourage a mode shift for staff travelling to/from the site.</p>	<p>Further consideration should be given to the potential to provide/deliver end-of-trip active travel facilities to support and encourage travel to/from the site by active and sustainable modes particularly for staff and visitors of the community uses.</p>
<p>Cycle parking – Short-stay</p>	
<p>SPD14 requires a minimum of 1 short-stay cycle parking space per 3 units, from a threshold of 5 units for C3 residential dwellings.</p> <p>If applied to the proposed development (28 dwellings/units) this would equate to a minimum policy requirement of 8 (7.66) short-stay cycle parking spaces (i.e., (28-5)/3). 4 Sheffield stands can accommodate parking for 8 visitor cycles.</p> <p>Requirements for visitors’ parking are different to long-stay cycle parking provision, but it also needs to be convenient and secure. Visitor cycle parking is usually provided in the public realm, and must be convenient and visible, overlooked and close to the building entrance (i.e., within 15m of the main entrance). It must be sufficient to meet visitor demand and stands/racks must allow for the frame and both wheels to be secured. Sheffield stands are recommended for short stay/visitor cycle parking as these are universally accessible and placed in accordance with guidance contained within Manual for Streets.</p>	<p>Should the applicant proceed to submit a planning application, the applicant should submit plans showing short-stay cycle parking provisions, demonstrating compliance with the minimum standards set out in SPD14.</p> <p>Details of short-stay cycle parking are likely to be secured by condition if planning consent is approved.</p>
<p>Car parking</p>	
<p>The existing garages on-site are proposed to be removed to facilitate this development. The removal of the garages may result in the displacement of parking (overspill) onto the site’s surrounding street network. However, it is understood that new car parking spaces will be created to replace the garages.</p> <p>Further details of the proposed garage removal, replacement of spaces and net difference, including potential parking displacement impacts should be set out in the forthcoming Transport Statement.</p>	<p>Should the applicant proceed to submit a planning application, further justification /explanation should be provided in the Transport Statement to justify/support the removal of the on-site garages and establish whether any overspill/displacement parking is expected to occur following the demolition of the garages.</p>

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<p>SPD14 requires a maximum of 1 car parking space per dwelling plus 1 space per 2 dwellings for visitors for 1–2-bedroom and 3-4+ bedroom C3 residential dwelling sites in the outer areas of Brighton and Hove.</p> <p>Applying the above maximum standards to the proposed 23 one-two bedroom units and 6 three-bedroom units would equate to a <u>maximum</u> requirement of 28 residential spaces and 14 visitor spaces.</p> <p>The proposal, discussed at pre-application stage, includes parking (19 spaces) at a ratio of 0.67 spaces per dwelling/unit. During the pre-application meeting the applicant discussed the potential to reduce the proposed on-site car parking provision further. The LHA advised that in principle a car-lite proposal could be considered acceptable as it would align with Policy DM36 of City Plan Part 2, however the LHA are aware of local parking concerns in relation to overspill parking occurring as a result of the lack of dedicated on-site parking provision. Further mitigation (i.e., car club), justification and demonstration of non-material/negligible impacts is required in the transport submission. The operational impacts including overspill parking are considered further below.</p>	<p>Should the applicant wish to reduce on-site car parking provision, the applicant is advised to further consider the potential benefits of introducing an on-site car club car/bay.</p> <p>Research has shown that just one car club vehicle can reduce as many as 20 private cars. Further investigation into the delivery of a car club car and bay, as mitigation to support car-free or car-lite lifestyles for prospective residents, should be undertaken by the applicant prior to planning submission.</p>
<p>SPD14 requires a maximum of 1 car parking spaces per 20sqm, equating to a maximum provision of 21 car parking spaces for 413sqm.</p> <p>The applicant proposed 10 car parking spaces, one of which will be for Blue Badge drivers.</p> <p>Should the applicant proceed to submit a planning application, the forthcoming Transport Statement should demonstrate that the forecast demand associated with the community centre uses should not exceed the proposed on-site parking provision (parking accumulation calculations may be necessary to demonstrate this).</p>	<p>The forthcoming Transport Statement should demonstrate that the forecast demand associated with the community centre uses should not exceed the proposed on-site parking provision (parking accumulation calculations may be necessary to demonstrate this).</p>
<p>Extratime, who currently occupy the community uses and provide support to children and young adults with disabilities, are proposed to continue operating from the site. Extratime use minibuses to transport the children and young adults with disabilities.</p> <p>During the pre-application meeting, the LHA discussed the importance of ensuring appropriate parking associated with the community use is retained as a part of the scheme. Should Extratime continue to operate from the site, adequate minibus parking should be provided to support the continued operation.</p>	<p>Further investigation into the potential to delivery larger parking bays that can accommodate a parked minibus is recommended.</p> <p>Should Extratime continue to operate from the site, adequate minibus parking should be provided to support the continued operation.</p>
<p><i>Disabled parking</i></p>	
<p>SPD14 requires a minimum of 1 space per wheelchair accessible unit plus 50% of the minimum parking standard for ambulant disabled people & visitors. This would equate to 5 Blue Badge spaces (3 spaces for 3 wheelchair accessible units, plus 1.5 spaces for visitors).</p> <p>3 disabled parking bays are proposed for the residential uses (one for each wheelchair accessible unit) and 1 bay is proposed for the community centre use. If the applicant is proposing less Blue Badge parking provision than the minimum requirement for C3 residential dwellings set out in SPD14, further justification to support the proposed provisions will be required at planning application stage, i.e., the use of local existing data (i.e., Blue Badge uptake data).</p> <p>DM36 of City Plan Part Two requires, <i>“Parking spaces for people with a mobility related disability (‘blue badge’ holders) should be located close to the main or most suitable access, to the development. Where these spaces cannot be laid out within the development site, developers may be required to provide dedicated spaces on-</i></p>	<p>If the applicant is proposing less Blue Badge parking provision than the minimum requirement for C3 residential dwellings set out in SPD14, further justification to support the proposed provisions will be required at planning application stage, i.e., the use of local existing data (i.e., Blue Badge uptake data).</p> <p>Disabled parking should be design in accordance with</p>

Transport and Highways Pre-application Advice

<p><i>street or, where appropriate, support a mobility scheme or specially adapted public transport infrastructure."</i></p> <p>The design of the disabled parking allocated for the residential dwellings needs to be compliant with Part M (Vol 1) of the Building Regulations. The design of the residential Blue Badge bays should include a 1200mm access zone to both sides and the rear of the bay. Disabled parking bays should be located close to the proposed development's main entrance.</p>	<p>Traffic Advisory Leaflet 5/95 and Part M of the Building Regulations.</p>
<p><i>EVCPs</i></p> <p>The applicant is advised of the new Part S of the Building Regulations and electric vehicle charging point requirements for new residential developments and/or major renovations.</p>	<p>Informative only.</p> <p>Part S compliant electric charging provision should be provided in accordance with DM36 of City Plan Part Two.</p>
<p><i>Refuse & recycling</i></p> <p>The following high-level principles provide a starting point for the development of a waste collection strategy:</p> <ul style="list-style-type: none"> • Residents are permitted to travel a maximum horizontal distance of 25m from their front door to the Envac inlet/bin store (i.e., vertical travel is excluded from the calculation). * • Separate enclosed accommodation should be provided at ground level for bulky waste so that special collections can be arranged when necessary. • Paths between the container chambers and collecting vehicles should be free from kerbs or steps or inclines with a gradient of more than 1:12, be non-slip and a minimum of 2m wide. They should have foundations and a hardwearing surface that will withstand the loading imposed by wheeled containers. • All access roads should be clearly marked, signed, and controlled to prevent unauthorized parking. • Refuse collection operatives are permitted to travel a maximum of 10m from the rear of the refuse collection vehicle to the refuse presentation point (i.e., bin store entrance or collection area). • BS 5906: 2005 recommends a maximum refuse collection vehicle reversing distance of 12m. <p>* Part H6 of the Building Regulations, paragraph 1.8 states, <i>"Storage areas for waste containers and chutes should be sited so that the distance householders are required to carry refuse does not usually exceed 30m (excluding any vertical distance). Containers should be within 25m of the waste collection point specified by the waste collection authority"</i></p>	<p>The LHA recommends that the applicant engages with BHCC's City Clean team when developing the waste management strategy for the site.</p> <p>City Clean should be consulted when/if a full planning application is submitted.</p>
<p><i>Deliveries</i></p> <p>The applicant has not proposed a location for deliveries to occur. Deliveries are therefore expected to occur on-street. The lack of a dedicated on-site loading bay may result in delivery vehicles stopping in the carriageway to load/unload, potentially obstructing through-traffic.</p> <p>During the pre-application meeting, the potential to provide a delivery bay provision was discussed.</p> <p>DM36 of City Plan Part Two requires, <i>"Provision for large vehicles to service new developments should be provided on-site, including sufficient, safe manoeuvring space. Major developments of flats and apartments should provide appropriately designed external loading facilities to accommodate vehicle movements generated by ride-hailing and online shopping/delivery services."</i></p>	<p>Further consideration to the potential delivery needs of the proposed development (residential use and community use) should be given, and the design should respond to the forecast/expected needs.</p>
<p>TRIP GENERATION</p> <p>The forecast level of trips (generated by the development proposal) should be calculated using comparable sites selected from the TRICS database. Surveys should be dated within the most recent</p>	<p>Trip generation should be included in the Transport</p>

Transport and Highways Pre-application Advice

five-year period. The location of the sites should be comparable, i.e., Edge of Town/ Edge of Town Centre sites.

If the sites selected from TRICS are not comparable in regard to local public transport provisions, the use of census 'method of travel to work' data could be used to disaggregate the total person trips by mode.

Statement submission

IMPACTS

Car ownership

The LHA has reviewed 2011 and 2021 car ownership census data for the area (Middle Super Output Area, MSOA) the site is located within. The data (extract included below) indicates 71% - 74% of households own one or more cars and that only 26% - 29% of homes are car-free in the area.

Cars	2011	2021	change	28 dwellings	No. cars
All categories: Car or van availability					
No cars or vans in household	29%	26%	-3%	7	0
1 car or van in household	46%	47%	1%	13	13
2 cars or vans in household	21%	22%	1%	6	13
3 cars or vans in household	3%	5%	2%	2	5
4 or more cars or vans in household	1%	0%	-1%	0	0
					30

If the same proportions (shown in the table above) were applied to the development proposal, the proposed development could generate parking demand for up to 30 additional vehicles.

Further justification (as set out right) is required at planning submission stage to demonstrate and support the 'decide and provide' approach to car parking to further encourage/support car-lite lifestyles.

Further justification using data is required for the car-free proposals, including consideration of:

- Existing and future car ownership levels/trends.
- Existing and future accessibility to public transport and active travel services and infrastructure.
- Parking beat survey data to understand the existing on-street parking demand/stress and whether there is residual capacity to accommodate additional demand.
- Mitigation and incentivised measures (i.e., subsidised season tickets/bus tickets, car club membership, cycle parking provisions etc) to discourage future car ownership.

Overspill parking

Overspill parking is a local concern. The removal of existing garages is expected to result in the displacement of parking on the surrounding street network.

The LHA does not encourage or support overspill parking onto the surrounding public highway.

It is, however, noted that the site is not located within a controlled parking zone, and so on-street parking remains unrestricted for all residents.

The applicant is advised (as set out, right) to survey the existing on-street parking demand within proximity of the site, in accordance with the Lambeth Methodology, to establish existing parking stress/residual capacity on-street. The applicant should consider future car ownership, parking accumulation (using TRICS/or alternative trip generation data) and the increased level of on-street parking demand generated by the proposed development.

Further assessment is required:

- Parking beat survey, in accordance with the Lambeth Methodology.
- Car ownership levels
- Parking accumulation /potential parking demand generated by the proposed development.
- Residual capacity levels on-street to demonstrate the proposed development will not result in a material impact for on street parking amenity/provision.

Deliveries

The lack of a dedicated on-site loading bay may result in delivery vehicles stopping in the carriageway to load/unload, potentially obstructing through-traffic.

Access management measures including communal post rooms provided at the entrance lobbies are recommended

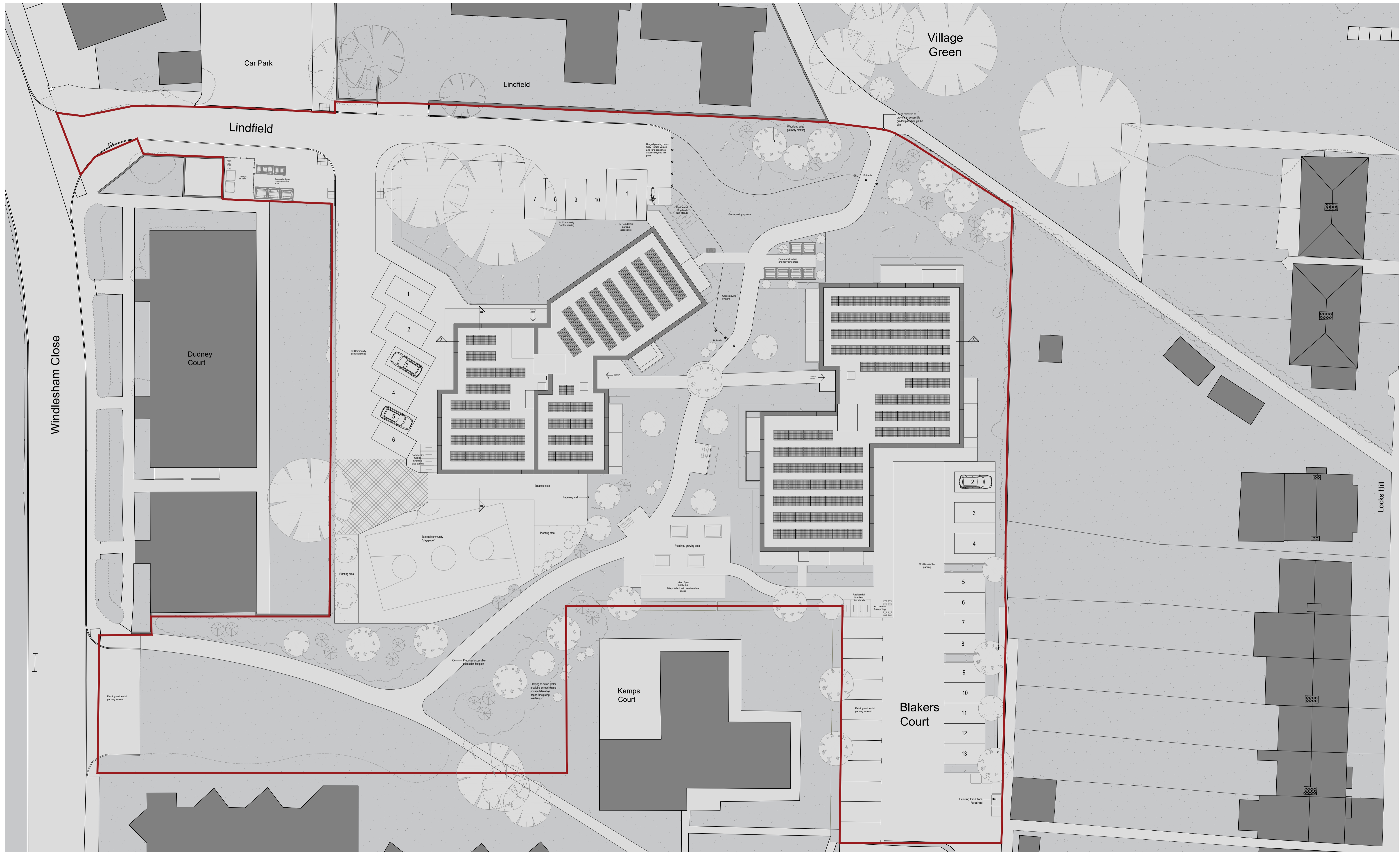
Transport and Highways Pre-application Advice

		to consolidate delivery trips where possible and reduce the amount of time a driver/cyclist spends loading/parked on-street.
MITIGATION & MANAGEMENT PLANS	Travel Plan	
	Given the size of the proposed development, a Residential Travel Plan will not be required for the site.	N/A
	Should the applicant seek to reduce on-site car parking, to mitigate the risk of overspill parking occurring and to respond to local concern, the applicant should consider submitting a Travel Plan Statement (which could be appended to the Transport Statement) and could set out mitigation measures to support and encourage car-lite lifestyles through the delivery of cycle parking, car club, end-of-trip facilities etc.	
	Delivery and Servicing Plan	
	Given the size of the proposed development, and subsequent low number of deliveries expected to be generated by the site, a Delivery and Servicing Plan is not expected to be required for this site.	N/A
Car Park Management Plan		
Should the applicant proceed to submit a full planning application, the applicant is advised to submit an illustrative plan showing the layout of the proposed car parking. A Car Park Management Plan may be required to be secured by condition, should the applicant proceed to submit a full planning application, and should set out how on-site parking is managed.	Should the applicant proceed to submit a full planning application, a Car Park Management Plan may be secured by condition if planning consent is granted by the LPA.	
Demolition and Construction		
The demolition of the existing development and garages and construction of the proposed 28 residential dwelling development will result in an increase in construction traffic.	Should the applicant proceed to submit a full planning application, the LHA will require a Joint Demolition and Construction Environmental Management Plan (DCEMP) which should be secured by condition, if planning consent is granted by the LPA.	
The Joint DCLEMP is recommended to be secured by condition as this matter is fundamental to the protection of neighbouring amenity, highway safety and managing waste throughout development works and to comply with Policies TR7, SU9 and QD27 of the Brighton & Hove Local Plan, CP8 and CP9 of the Brighton & Hove City Plan Part One, DM20, DM33 and DM40 of the emerging Brighton and Hove City Plan Part Two, WMP3d of the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan 2013 and SPD03.		
HIGHWAY WORKS		
New access (exit-only) on Windlesham Close and white lining across access to restrict parking.	Should the applicant proceed to submit a full planning application, and in the event planning permission is granted, a s278 agreement will be required for the proposed new access (exit-only).	
Dropped kerbs and tactile paving should be provided on each access and the on-site footpaths should connect with on-street public highway footways.		

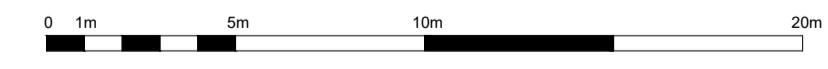
PLANNING SUBMISSION – TRANSPORT AND HIGHWAYS REQUIREMENTS

Transport Statement

6. The scale of the proposed development (28 residential dwellings) will require a Transport Statement, which should address and assess the following but not limited to:
 - a. Details of the existing site/community building (including minibus parking provision, on-site parking, access arrangements, operational information).
 - b. Existing (baseline) and future (if applicable) access to public transport services and active/sustainable travel infrastructure. Parking beat survey, in accordance with the Lambeth Methodology. Personal injury accident data should be reviewed/examined for the most recent five year period.
 - c. Proposed development and transport strategy including (but not limited to):
 - a. Access strategy (figure/plan/map) for pedestrians, cyclists, vehicles and emergency vehicles
 - b. Parking provisions (Blue Badge parking, long-stay and short-stay cycle parking)
 - c. Car park layout plan (illustrative) and accompanying text describing how on-site parking is managed
 - d. Delivery strategy and refuse/recycling collection/presentation strategy
 - e. Swept path analysis and Stage 1 RSA, including designers response.
 - d. Forecast the residential trip generation for the site:
 - a. Forecast AM and PM peak hour multi-modal trip generation using comparable sites selected from the TRICS database.
 - b. Forecast parking demand using Census data (car ownership data trends for the site's surrounding area).
 - c. Refuse collection strategy (including the proposed waste management strategy for refuse/recycling presentation on collection days)
 - e. *Operational impact* - Forecast overspill parking impact/demand assessment. Forecast parking demand using Census data (car ownership data trends for the site's surrounding area).
 - f. Mitigation (if required/necessary) which could be the following, but not limited to:
 - a. Car club car and bay (subject to further viability/feasibility discussions with Car Club operator to obtain an agreement in principle to be appended to the Transport Statement)
 - b. SPD14 compliant long and short-stay cycle parking
 - c. Public transport incentives and/or car club membership for prospective residents
 - d. Travel Plan Statement (as set out above, and if necessary) which could include a communication strategy for the development (website, car club website, travel notice board).



Site Plan
1:200



Note:
Do not scale this drawing. All levels and dimensions are to be checked on site. This drawing is to be read in conjunction with all relevant consultants' requirements, drawings and specifications. Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

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Rev	Date	Description	Drawn	Checked	Status
P01	16.10.23	First Issue	CT	CT	

PLANNING	Scale	1:200 @ A1	Drawing Reference	NN030-MBA-ZZZZ-0000-DR-A-001010	Rev	P01
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Portslade Village Pavilions Village Centre

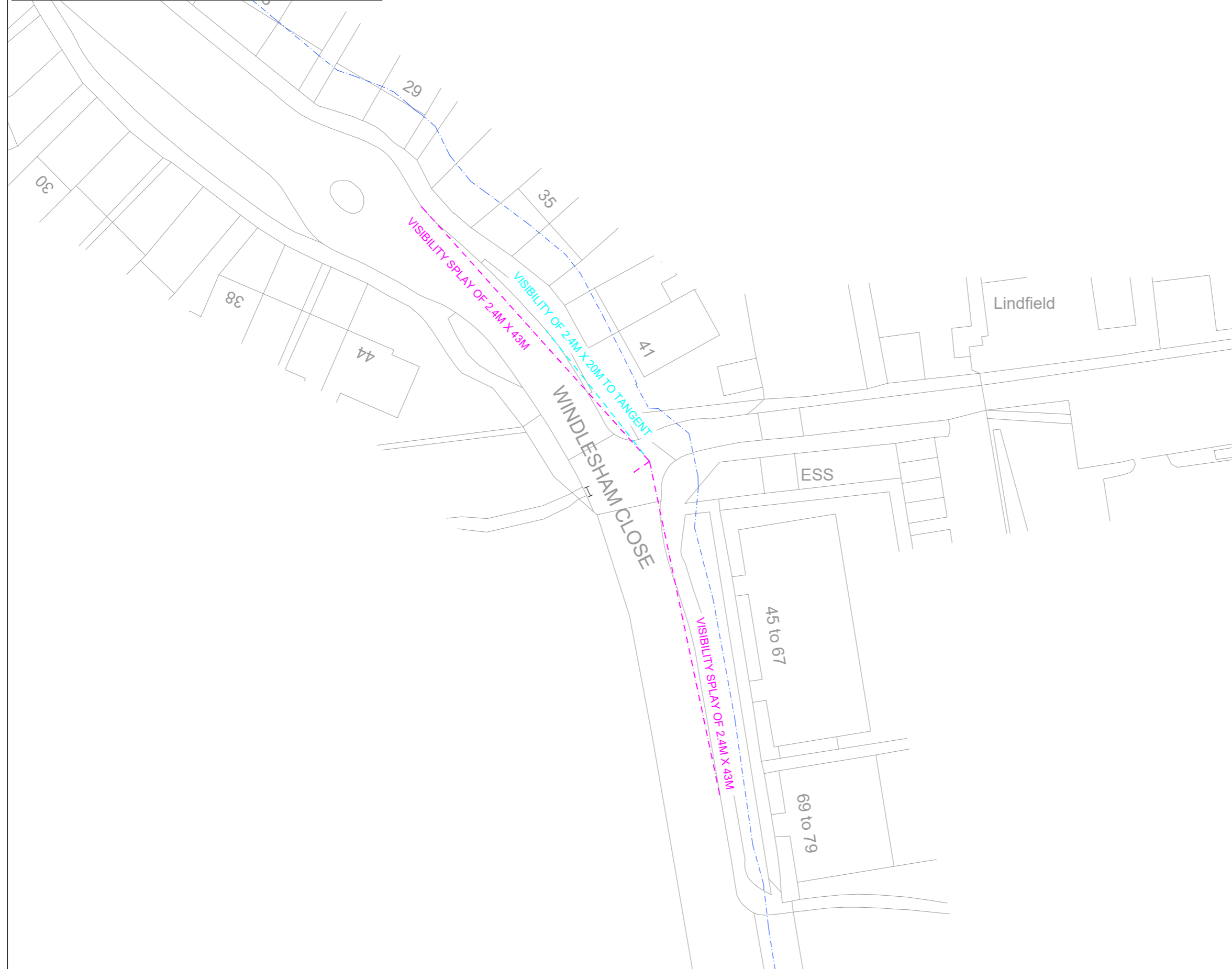
Proposed Site Plan

MILLER BOURNE ARCHITECTS

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design@miller-bourne.co.uk
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Appendix C

VISIBILITY SPLAY AT LINDFIELD JUNCTION



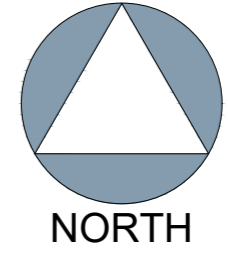
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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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VISIBILITY SPLAYS
VISIBILITY SPLAYS ARE BASED UPON MFS GUIDANCE FOR 30MPH SPEED LIMIT ROADS

KEY
- - - - - INDICATIVE HIGHWAY BOUNDARY



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	REMOVAL OF SECOND ACCESS	26.09.23	CID	CAT
P02	ADDITIONAL VISIBILITY SPLAY	07.03.23	CT	JR
P01	FIRST ISSUE	11.01.23	CD	CT

Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	11.01.23	CD	CT	-
PBA Project Number		Scale		
020.0819		1:500 (AT A3)		
PBA Drawing No:				Revision
020.0819-0001				P03

Project Name
PORTSLADE VILLAGE CENTRE,
PORTSLADE

Project Phase
PRELIMINARY

Title
VISIBILITY AT LINDFIELD
JUNCTION

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Client

Brighton & Hove City Council

Appendix D



CLIENT: PAUL BASHAM ASSOCIATES

JOB NUMBER: OPS04297

PROJECT DESCRIPTION: BRIGHTON - PARKING STRESS SURVEY DATA - 05:30 BEAT

WEATHER: DRY/MILD

DATE: WED 26TH APRIL 23

*Parking space availability based upon 5.0m per space

ROAD	Roadside	Total Spaces	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles		Dropped Kerbside Used	Double Yellow Used	Keep Clear Used	Garages Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used						
WINDLESHAM CL	EAST	59	46	23	12	9	1	1	0	0					33	56%
	WEST	77	77	32	0	0	0	0	0	0	1				33	42%
WINDLESHAM CL 2	EAST	14	14	3	0	0	0	0	0	0					3	21%
	WEST	12	12	4	0	0	0	0	0	0					4	33%
WINDLESHAM CL 3	NORTH	0	0	0	0	0	0	0	0	0					0	N/A
	SOUTH	0	0	0	0	0	0	0	0	0			4	4	4	N/A
LINDFIELD	NORTH	14	14	0	0	0	0	0	0	0					0	0%
	SOUTH	7	7	0	0	0	0	0	0	0					0	0%
LOCKS CRES	EAST	30	21	11	9	5	0	0	0	0		1			17	53%
	WEST	23	23	5	0	0	0	0	0	0					5	22%
BLAKERS CT	EAST	1	0	0	1	1	0	0	0	0				1	2	100%
	WEST	18	7	0	11	11	0	0	0	0					11	61%
PORTSLADE CT	EAST	14	10	3	4	3	0	0	0	0					6	43%
	WEST	13	7	1	6	6	0	0	0	0					7	54%
LOCKS HILL	EAST	20	20	0	0	0	0	0	0	0					0	0%
	WEST	18	17	17	0	0	1	1	0	0					18	100%
CAR PARK	N/A	20	0	0	16	16	2	0	2	0					16	80%

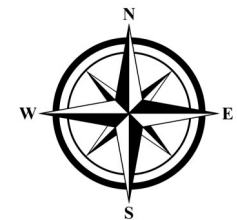
Summary	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles	
	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used
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Spare	176	Spare	8	Spare	2	Spare	2	

OPS04297 - PARKING STRESS STUDY - WED 26TH APRIL 2023 - 05:00 BEAT

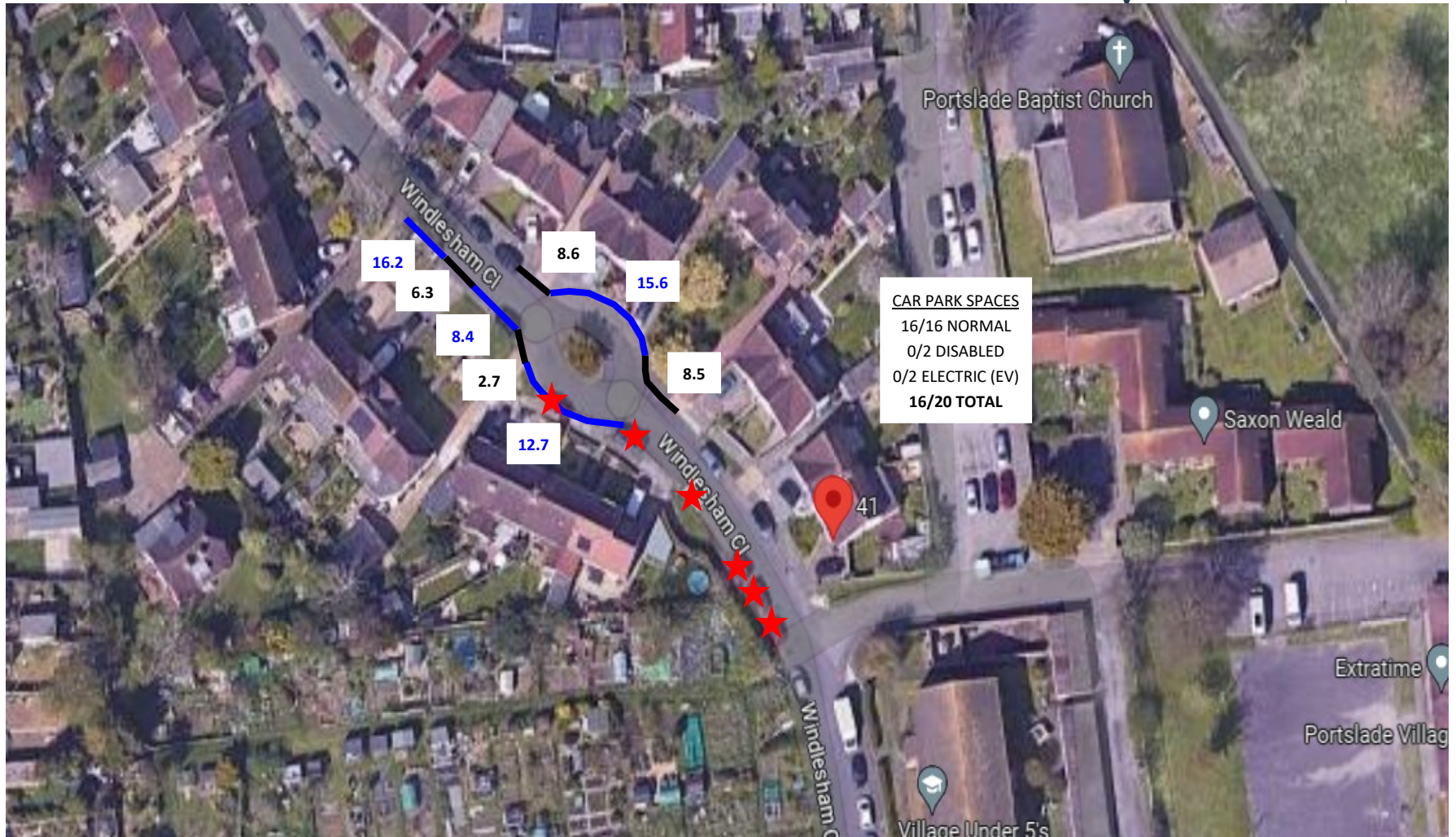


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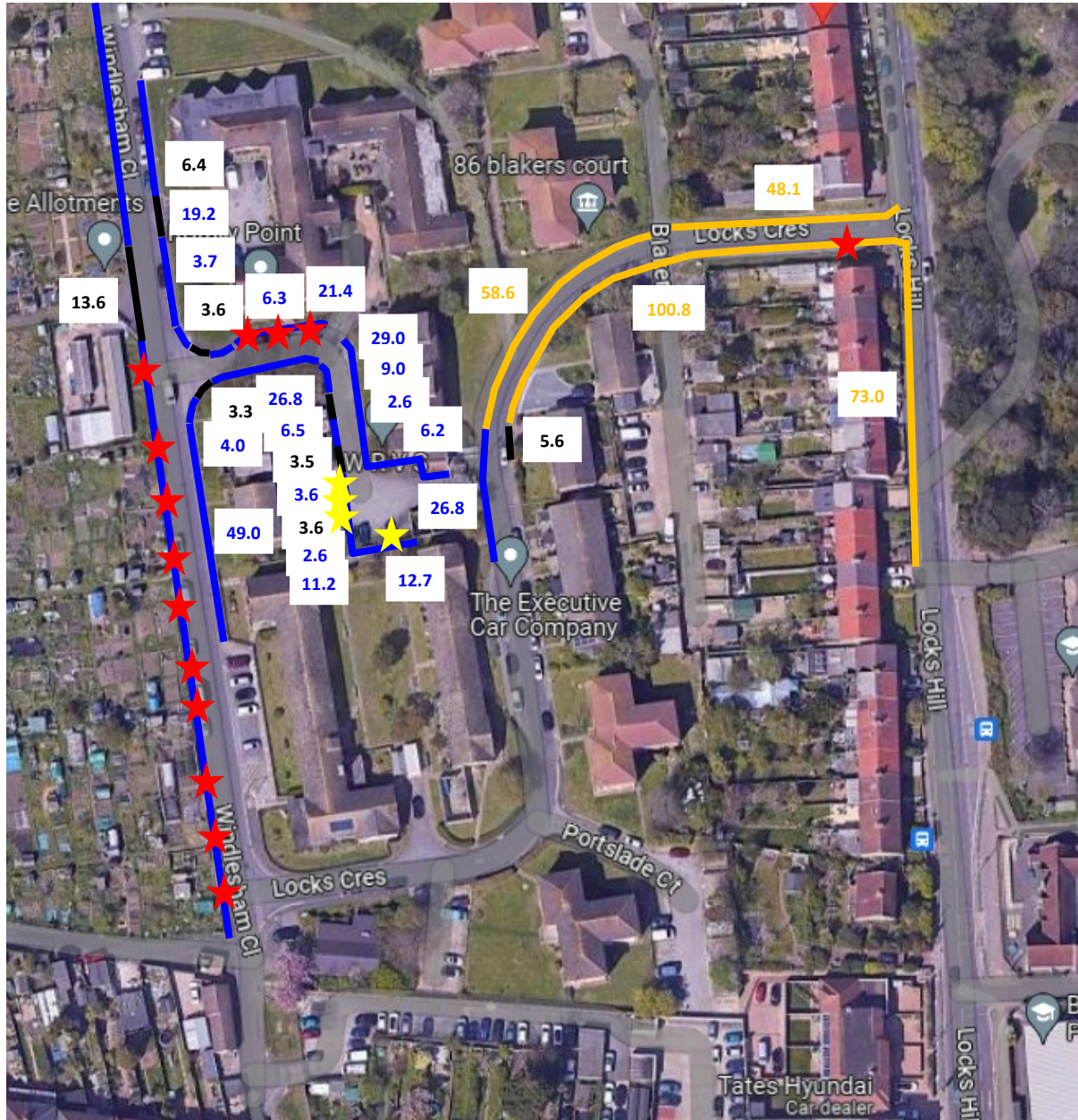
- Unrestricted Parking
- Drop Kerb
- Double Yellow
- Fence Line
- Disabled Bay
- Keep Clear
- Horizontally Parked
- Vertically Parked

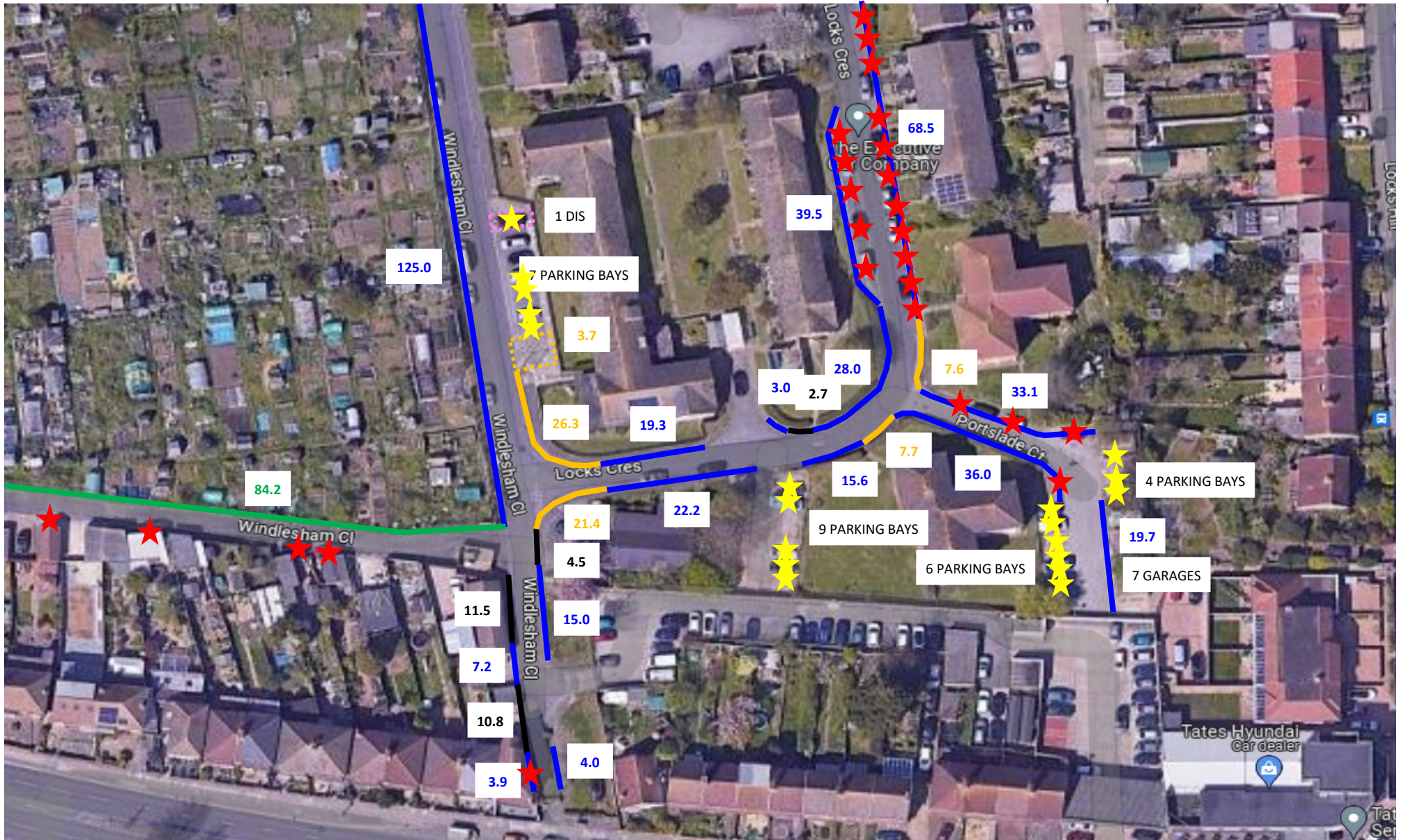














CLIENT: PAUL BASHAM ASSOCIATES

JOB NUMBER: OPS04297

PROJECT DESCRIPTION: BRIGHTON - PARKING STRESS SURVEY DATA - 08:00 BEAT

WEATHER: DRY/MILD

DATE: WED 26TH APRIL 23

*Parking space availability based upon 5.0m per space

ROAD	Roadside	Total Spaces	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles		Dropped Kerbside Used	Double Yellow Used	Keep Clear Used	Garages Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used						
WINDLESHAM CL	EAST	59	46	20	12	8	1	1	0	0					29	49%
	WEST	77	77	30	0	0	0	0	0	0					30	39%
WINDLESHAM CL 2	EAST	14	14	5	0	0	0	0	0	0					5	36%
	WEST	12	12	4	0	0	0	0	0	0					4	33%
WINDLESHAM CL 3	NORTH	0	0	0	0	0	0	0	0	0					0	N/A
	SOUTH	0	0	0	0	0	0	0	0	0			3	3	N/A	
LINDFIELD	NORTH	14	14	0	0	0	0	0	0	0					0	0%
	SOUTH	7	7	0	0	0	0	0	0	0					0	0%
LOCKS CRES	EAST	30	21	10	9	4	0	0	0	0		1			15	47%
	WEST	23	23	3	0	0	0	0	0	0					3	13%
BLAKERS CT	EAST	1	0	0	1	1	0	0	0	0				1	2	100%
	WEST	18	7	0	11	8	0	0	0	0					8	44%
PORTSLADE CT	EAST	14	10	1	4	2	0	0	0	0					3	21%
	WEST	13	7	1	6	6	0	0	0	0					7	54%
LOCKS HILL	EAST	20	20	0	0	0	0	0	0	0					0	0%
	WEST	18	17	14	0	0	1	1	0	0					15	83%
CAR PARK	N/A	20	0	0	16	14	2	1	2	1					16	80%

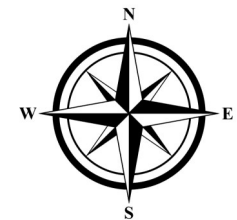
Summary	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles	
	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used
	275	88	59	43	4	3	2	1
Spare	187	Spare	16	Spare	1	Spare	1	

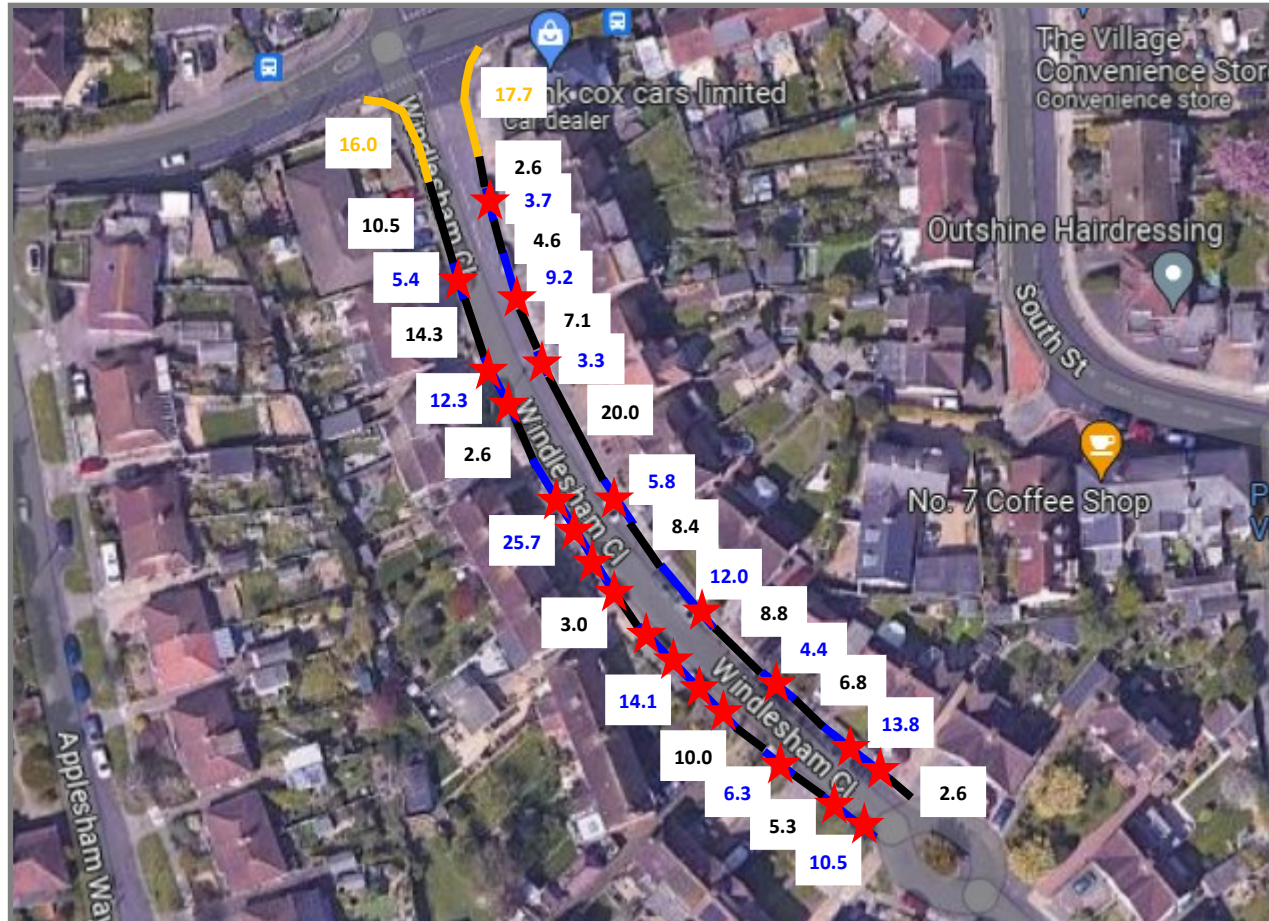
OPS04297 - PARKING STRESS STUDY - WED 26TH APRIL 2023 - 08:00 BEAT

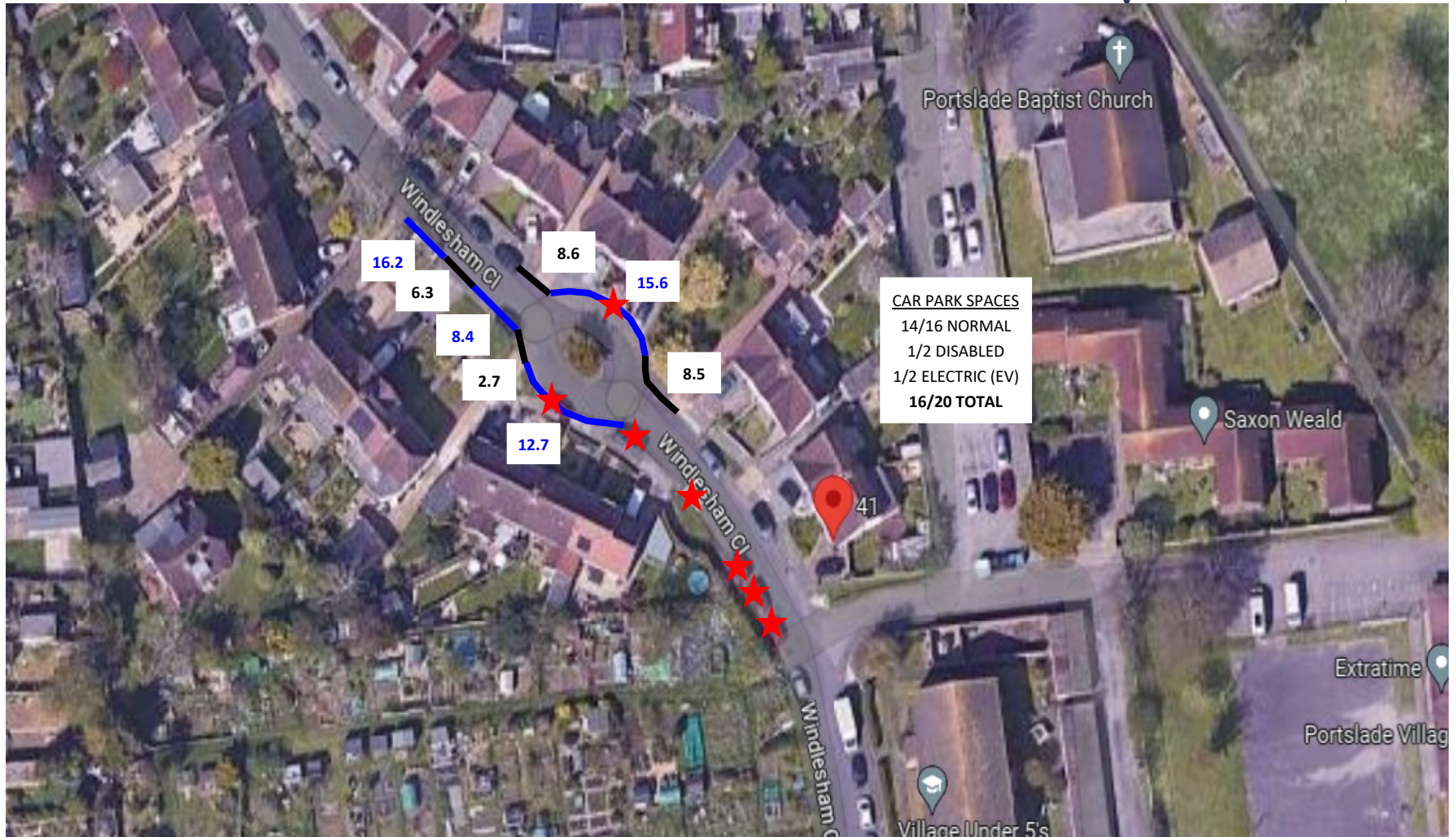


KEY:

- Unrestricted Parking
- Drop Kerb
- Double Yellow
- Fence Line
- Disabled Bay
- Keep Clear
- Horizontally Parked
- Vertically Parked













CLIENT: PAUL BASHAM ASSOCIATES

JOB NUMBER: OPS04297

PROJECT DESCRIPTION: BRIGHTON - PARKING STRESS SURVEY DATA - 08:15 BEAT

WEATHER: DRY/MILD

DATE: WED 26TH APRIL 23

*Parking space availability based upon 5.0m per space

ROAD	Roadside	Total Spaces	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles		Dropped Kerbside	Double Yellow	Keep Clear	Garages	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used						
WINDLESHAM CL	EAST	59	46	19	12	5	1	1	0	0					25	42%
	WEST	77	77	32	0	0	0	0	0	0					32	42%
WINDLESHAM CL 2	EAST	14	14	5	0	0	0	0	0	0					5	36%
	WEST	12	12	3	0	0	0	0	0	0					3	25%
WINDLESHAM CL 3	NORTH	0	0	0	0	0	0	0	0	0					0	N/A
	SOUTH	0	0	0	0	0	0	0	0	0				4	4	N/A
LINDFIELD	NORTH	14	14	0	0	0	0	0	0	0					0	0%
	SOUTH	7	7	0	0	0	0	0	0	0					0	0%
LOCKS CRES	EAST	30	21	10	9	5	0	0	0	0		1			16	50%
	WEST	23	23	4	0	0	0	0	0	0					4	17%
BLAKERS CT	EAST	1	0	0	1	1	0	0	0	0				1	2	100%
	WEST	18	7	0	11	6	0	0	0	0					6	33%
PORTSLADE CT	EAST	14	10	0	4	2	0	0	0	0					2	14%
	WEST	13	7	1	6	5	0	0	0	0					6	46%
LOCKS HILL	EAST	20	20	0	0	0	0	0	0	0					0	0%
	WEST	18	17	16	0	0	1	1	0	0					17	94%
CAR PARK	N/A	20	0	0	16	15	2	1	2	1					17	85%

Summary	Unrestricted		Parking Bays		Disabled Bays		Electric Vehicles	
	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used
	275	90	59	39	4	3	2	1
Spare	185	Spare	20	Spare	1	Spare	1	

OPS04297 - PARKING STRESS STUDY - WED 26TH APRIL 2023 - 08:15 BEAT



KEY:

- Unrestricted Parking
- Drop Kerb
- Double Yellow
- Fence Line
- Disabled Bay
- Keep Clear
- Horizontally Parked
- Vertically Parked

