

Stonehouse Farm: Transport Response Note

Ref: ITS19302-012
Date: 23 July 2025

SECTION 1 Introduction

1.1 Lake Investments Limited has submitted a planning application (Ref: DC/25/0403) for the proposed redevelopment of Stonehouse Farm. The submission comprises 3 components:

1. Rationalisation of existing commercial facilities at Stone House Business Park.
2. Decommissioning of anaerobic digester and re-use of existing buildings for storage and office uses.
3. Residential redevelopment of the Jacksons Farm site including demolition of existing barns to provide 3no. dwellings with access, parking and landscaping.

1.2 In response to consultation on the application, West Sussex County Council in its capacity as the local highway authority, provided a response requesting further information. An addendum note (dated 26th June 2025) has been submitted in response, and further consultation comments have been received from WSCC dated 10th July 2025, in addition to the completion of the Overseeing Organisation element of the GG119 Road Safety Audit response form. The outstanding matters for which further information has been requested are as follows:

- a Visibility at the access to Component 2 to be provided to an offset from the nearside edge of the carriageway.
- b Provision of pedestrian visibility splays at site access to Component 2.
- c Details of the access arrangements at Component 3 plus detail of parking and turning.

1.2.2 This Response Note has been prepared to address these outstanding matters. Section 2 relates to the Component 2 elements (points a and b), while Section 3 relates to the Component 3 matters (point c).

SECTION 2 **Component 2 – Outstanding Visibility Matters**

2.1 **Visibility at Site Access**

- 2.1.1 The response dated 10th July confirms that WSCC is satisfied with the length of the splay, but that this should be provided to an offset of 1.0m from the nearside edge of the carriageway as opposed to the centreline.
- 2.1.2 Following correspondence with Highway Officer, it is understood that this is in relation to a drawing extract shown within the body of the document, whereas the updated plan (ITS19302-GA-009) that accompanied the submission shows the visibility splay taken to an offset of 1.0m from the nearside edge of the carriageway.
- 2.1.3 Notwithstanding, given the alignment of the road and that results in the visibility splay passing along the carriageway and across the centreline, the Officer requested clarification that all points of the road would be visible. To that end, a tangent splay has been provided to demonstrate that all points along the full splay will be visible. The tangent is within the highway boundary and can be secured by condition alongside the full visibility splay.
- 2.1.4 The additional visibility detail is provided in drawing ITS19302-GA-009 Rev A.

2.2 **Pedestrian Visibility Splay**

- 2.2.1 All matters within the GG119 response have been accepted, with the exception of matter 1 where the response was only part-accepted. The Overseeing Organisation has requested that the access is offset slightly to the adjacent property boundary to allow for pedestrian visibility splays on both sides of the access.
- 2.2.2 This adjustment has been made – the access has been realigned slightly to pull it away from the adjacent boundary and pedestrian visibility splays are denoted on both sides of the access.

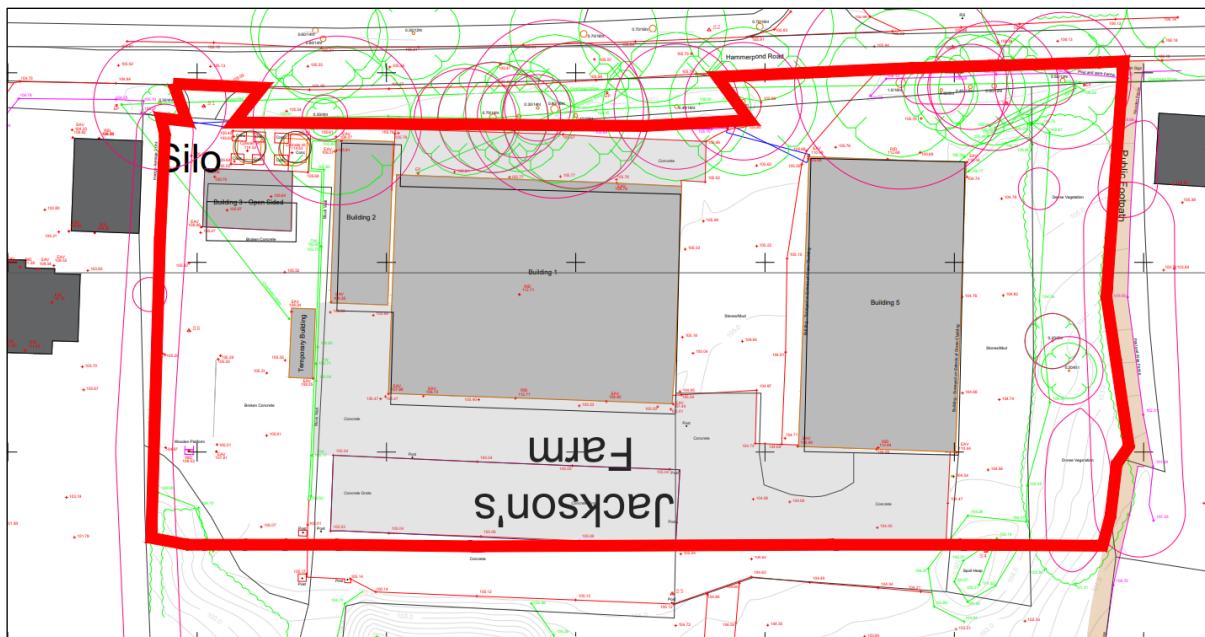
SECTION 3 Component 3 – Residential Dwellings

3.1 Access

3.1.1 Component 3 of the proposal is to replace the existing Jacksons Farms buildings with residential dwellings. Further information is requested in respect of the access to these properties.

3.1.2 The farm is currently served by two points of access, as shown in **Image 3.1:**

Image 3.1: Existing Site Layout



3.1.3 The buildings currently provide for the following floor area:

Building	Floor Area (m ²)
1	695.8
2	83.4
3	56.8
5	464.1
Total	1300.1

3.1.4 The proposal is to replace these buildings with the three residential dwellings. No new accesses are proposed; the existing accesses are to be used, and no modification of the accesses are proposed. The site layout is shown in **Image 3.2**.

Image 3.2: Proposed Site Layout

3.1.5 Historically, the farm buildings have been used to maintain a dairy herd and the shed buildings, silos and other supporting infrastructure is still in situ. As part of the assessment of Stonehouse Farm (Component 2) a summary of the annual movements associated with the maintenance of a dairy herd was undertaken by Savills – a copy of this is provided at Appendix A. The farm would generate some 6,909 movements annually (19 movements per day) before any movement associated with the farmers permanent residence on the site is taken into account. A significant proportion of these movements will have been undertaken by larger vehicles – e.g. tractors with trailers and HGVs.

3.1.6 A TRICS assessment has been undertaken to forecast the movements associated with a residential dwelling at a location with similar characteristics. The outputs are provided at **Appendix B** and summarised in **Table 3.2**.

Table 3.2: Trip Generation – Daily Movements

	Agricultural	Residential	Total
Existing Use	19	5	24
Proposed Use	0	15	15

3.1.7 As demonstrated in Table 3.2, the proposed use of the site in a residential capacity is a less intensive use than the historic use of the site, and therefore no modification of the access is necessary. The proposal also has the benefit of reducing large vehicle movements along Hammerpond Road; while refuse vehicles will be required to attend the site, these vehicles already attend other neighbouring properties along the road.

3.2 Parking and Turning

3.2.1 With reference to the WSCC document "Guidance on Parking at New Developments", the site is located within Parking Behaviour Zone 1. The associated residential parking demand is shown in **Image 3.3**.

Image 3.3: Residential Parking Demand

Table 2: Residential Parking Demand (spaces per dwelling)						
Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

3.2.2 The proposal is for 3 x 5-bedroom dwellings, equating to a demand of 2.7 spaces per dwelling. The guidance also recommends a further 0.2 spaces per dwelling to accommodate visitor parking, however, it is only where 5 dwellings are provided that this equates to the provision of a full visitor space.

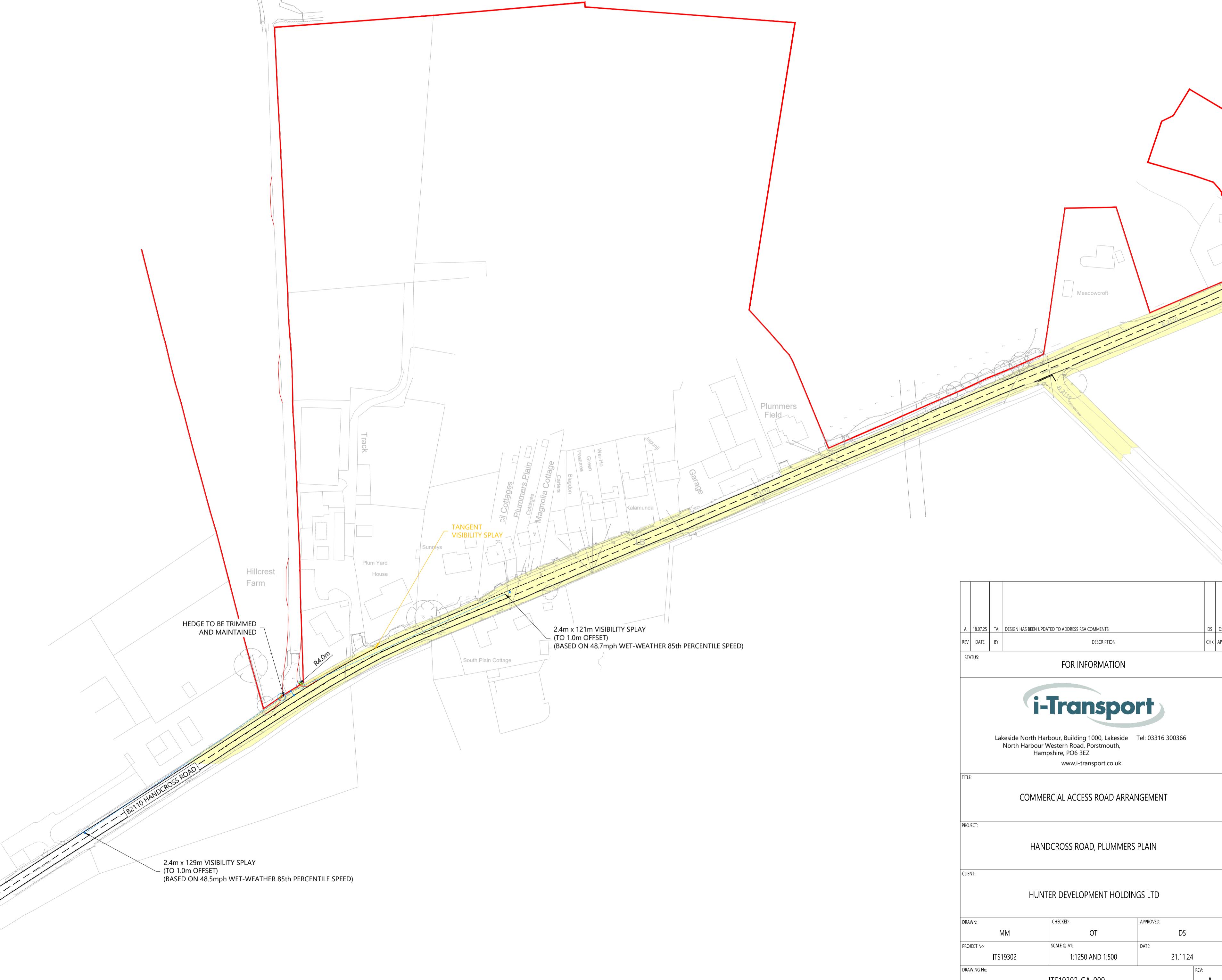
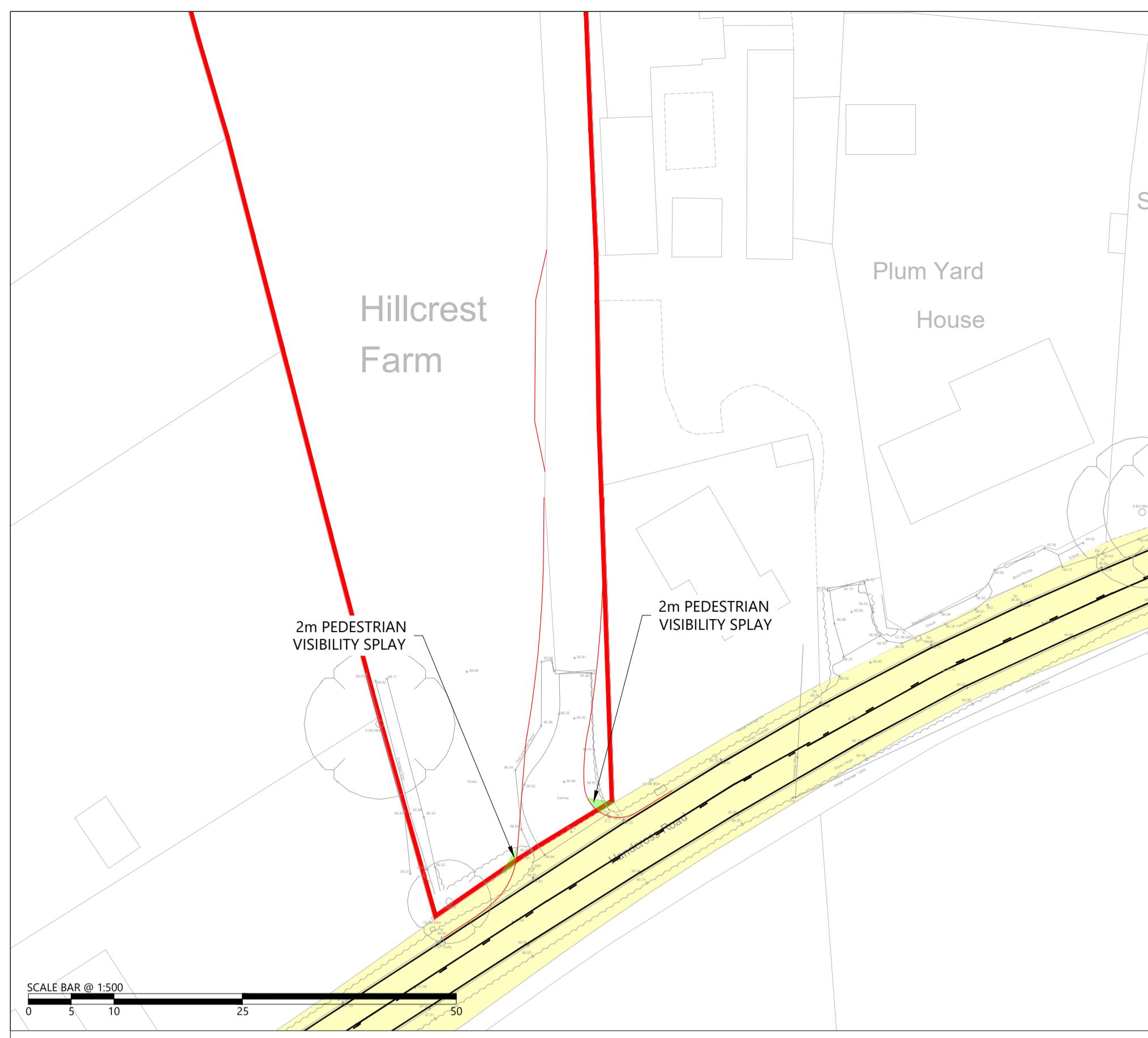
3.2.3 To accommodate the parking requirements, a total of 2 driveway spaces are to be provided per dwelling. In addition, a double garage is to be provided for each property – the WSCC guidance recognises garages as 0.5 spaces per garage space. In total, each property is provided with 3 spaces and thus satisfying the WSCC guidance.

3.2.4 To enable the turning of vehicles, each property is provided with a hard surfaced driveway, denoted by the buff colouring in Image 3.2. This provides ample space for vehicles to turn within the site and enable drivers to enter the highway in forward gear. The Applicant is satisfied for the parking and turning arrangement as denoted in the plan to be secured by planning condition.

SECTION 4 Summary and Conclusion

- 4.1.1 This Transport Response Note has been prepared to respond to the outstanding matters raised by WSCC in its response dated 10th July 2025.
- 4.1.2 The site access plan for Component 2 has been refined to improve pedestrian visibility and to demonstrate that vehicles in the opposing lane of the carriageway to the east of the access are visible from the site access.
- 4.1.3 The RSA GG119 Response has been updated to reflect the refinement of the access drawing.
- 4.1.4 Additional information has been provided in relation to the historic and proposed uses of Jacksons Farm (Component 3). It demonstrates that the proposals will result in a less intensive use of the access and that no modification of the accesses are necessary in order to satisfy the requirements of the National Planning Policy Framework – i.e. it will not have an unacceptable impact on highway safety. Indeed, the proposals will result in fewer large vehicle movements using Hammerpond Road than would otherwise be the case when used in an agricultural capacity.
- 4.1.5 Parking for Component 3 is demonstrated to be compliant with the WSCC guidance, and turning is provided within each plot to enable vehicles to re-enter the highway in forward gear. These arrangements can be appropriately secured via condition.
- 4.1.6 On that basis, all outstanding transport matters have been addressed and the scheme provides for safe and suitable access consistent with the requirements of paragraph 115 of the National Planning Policy Framework.

DRAWINGS



APPENDIX A. SAVILLS RURAL AD AND HERD ASSESSMENT

Hunter Holdings Ltd
Stonehouse Farm
Vehicle Movement Report
May-25

Dairy Unit Summary

Operation	Annual Vehicle Movements	Notes
Milk collections	730	
Feed (concentrates & youngstock)	141	Concentrates, milk powder, straights
Feed - forage & bulk feed	511	Grass, maize, hay & straw
Animal health & welfare	84	Vet, AI, foot trimmer
Labour	4,380	2 FTE, 1 P/T calf rearer
Repairs & maintenance	78	
Sundry	596	Chemicals, dairy sundries, spares & repairs, tags, passports (post/deliveries)
Professional advisors & book keeper	68	Nutritionist, farm consultant, agronomist, farm secretary
Fallen stock	24	
Livestock sales & purchases	95	Youngstock & cull sales, replacements
Fuel & oils	24	
Seed, fertiliser & sprays	8	
Farm visits	48	Sales reps. / school visits / bank manager / insurance etc.
Contracting	18	
Waste & recycling	104	
TOTAL	6,909	

APPENDIX B. TRICS – RESIDENTIAL

Calculation Reference: AUDIT-236601-250522-0553

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV	DEVON
10	WALES	
	PE	PEMBROKESHIRE

		1 days
		1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 950 to 49081 (units: sqm)
 Range Selected by User: 190 to 105335 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Village	1
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

B8	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000 2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:5,001 to 25,000 1 days
100,001 to 125,000 1 days*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

1.1 to 1.5 2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

No 2 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DV-02-F-03	LIDL DISTRIBUTION CENTRE CHILLPARK BRAKE NEAR EXETER CLYST HONITON Free Standing (PPS6 Out of Town) Out of Town	49081 sqm Survey date: MONDAY 22/11/21	DEVON <i>Survey Type: MANUAL</i>
2	PE-02-F-01	WAREHOUSING & DISTRIBUTION A4115 NEAR NARBERTH TEMPLETON Neighbourhood Centre (PPS6 Local Centre) Village	950 sqm Survey date: MONDAY 20/11/23	PEMBROKESHIRE <i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NW-02-F-02	25/11/20	Covid / Bulk Distribution

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 4961 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	2	25016	0.134	6.644	2	25016	0.030	1.487	2	25016	0.164	8.131
06:00 - 07:00	2	25016	0.080	3.966	2	25016	0.044	2.181	2	25016	0.124	6.147
07:00 - 08:00	2	25016	0.102	5.057	2	25016	0.058	2.876	2	25016	0.160	7.933
08:00 - 09:00	2	25016	0.172	8.528	2	25016	0.070	3.471	2	25016	0.242	11.999
09:00 - 10:00	2	25016	0.086	4.264	2	25016	0.072	3.570	2	25016	0.158	7.834
10:00 - 11:00	2	25016	0.082	4.065	2	25016	0.062	3.074	2	25016	0.144	7.139
11:00 - 12:00	2	25016	0.056	2.776	2	25016	0.058	2.876	2	25016	0.114	5.652
12:00 - 13:00	2	25016	0.078	3.867	2	25016	0.100	4.958	2	25016	0.178	8.825
13:00 - 14:00	2	25016	0.062	3.074	2	25016	0.106	5.255	2	25016	0.168	8.329
14:00 - 15:00	2	25016	0.056	2.776	2	25016	0.148	7.338	2	25016	0.204	10.114
15:00 - 16:00	2	25016	0.030	1.487	2	25016	0.066	3.272	2	25016	0.096	4.759
16:00 - 17:00	2	25016	0.030	1.487	2	25016	0.052	2.578	2	25016	0.082	4.065
17:00 - 18:00	2	25016	0.046	2.281	2	25016	0.088	4.363	2	25016	0.134	6.644
18:00 - 19:00	2	25016	0.016	0.793	2	25016	0.052	2.578	2	25016	0.068	3.371
19:00 - 20:00	1	49081	0.024	1.213	1	49081	0.026	1.314	1	49081	0.050	2.527
20:00 - 21:00	1	49081	0.035	1.718	1	49081	0.031	1.516	1	49081	0.066	3.234
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		1.089		53.996			1.063	52.707		2.152	106.703	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	950 - 49081 (units: sqm)
Survey date date range:	01/01/16 - 19/06/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.