[redacted] [redacted]

Sent: 13 August 2024 19:09
To: Planning
Subject: Planning Application DC/24/608
Attachments: image0.jpeg; ViewDocument.pdf

Categories: Comments Received

FAO: Stephanie Bryant:

With regards to DC/24/608 and DC/24/609; I note that WSCC Highways Authority response (attached) has no objection to the planning application.

However, as a resident of Lock Lane and near neighbour to Lock House, I believe it's important to point out what I believe are a number of inaccuracies in the Highways response which should be considered when looking at this application in the round.

Points of issue in no particular order: -

1. "**The site is prone to flooding few times a year due to river Adur**" - I understand from the author of the Highways response that this information is taken from the LLFA response. However, the flood risk information does not appear to take into account the fact that Lock Lane where it crosses over the River Adur actually sits in Flood Zone 3. (See link: https://flood-map-for-planning.service.gov.uk/flood-zone-results?polygon=%5B%5B518174,118584%5D,%5B518181,118834%5D,%5B517889,118805%5D,%5B517894,118614%5D,%5B518087,118545%5D,%5B518174,118584%5D%5D&center=%5B518035,118689%5D&location=RH13%252008EG
and the map:

This information supports the assertion by Lock Lane residents that there is a flood risk issue that should be considered around the planning application as, when flooded, homes to the East of the River Adur are effectively cut off.

2. "**During these times, the site is accessed from A24, via a private access.**" - It is not clear where the author has obtained this information. As noted by myself and other Lock Lane residents, whilst access to the A24 when the River Adur is impassable, has over recent years been permitted by the owner ([redacted]) of this part of Lock Lane, no resident within the RH138EG postcode have the benefit of a legal right to use this route. I believe that this comment by the author is misleading and I would recommend that contact be made with [redacted] to better understand [redacted] position around access for vehicular traffic prior to making any decisions around the planning proposals by Mr Sutton.

For the purposes of transparency, please note that I have contacted the author of the Highways response direct seeking confirmation of how they have sourced some of the information within their response.

Many thanks

[redacted]

https://iawpa.horsham.gov.uk/PublicAccess_LIVE/Document/ViewDocument?id=71D9983A04E246AF98A2C4630BCB4A55

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Stephanie Bryant
FROM:	WSCC – Highways Authority
DATE:	29 July 2024
LOCATION:	Lock House Lock Partridge Green West Sussex RH13 8EG
SUBJECT:	DC/24/0608 Conversion of existing dwelling into 5No. dwellings, replacement of existing garage and flat with 1No. dwelling, and erection of 7No. dwellings as enabling development (Full Application)
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full planning application (DC/24/0608), with regards to any highway safety or capacity concerns. The application is supported by way of a Transport Statement (TS).

Background and Site Context

The application site is known as 'Lock House', located at approximately 2km distance west of Partridge Green. The site is currently occupied by a large Grade II listed building comprising 10 bedrooms, a granny annexe, domestic offices and a staff house and a separate garden flat. The development proposals are for the conversion of Lock House into 5 nos. residential units, the replacement of the garden flat with a gardener's cottage and erection of a new coach house development of 7 nos. residential units along with associated parking and landscaping. The housing mix includes 8 x 3-bed dwellings and 8 x 4-bed dwellings.

Access and Visibility

The site is primarily accessed from B2135 via a splayed private access known as Lock Lane. The private access is narrow which is not unusual in rural locations, but with regular passing places. The site is prone to flooding few times a year due to river Adur. During these times, the site is accessed from A24, via a private access.

B2135 near to site access junction is subject to 30 miles per hour speed restriction. In accordance with Manual for Streets (M*f*S) requirement visibility splays of more than 2.4 metres x 43 metres are achievable in both directions.

An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals there has been no incident of personal injury immediately near to the site access. This indicates the site

access junction has been operating in a safe manner in its current form within no highway safety concerns related to road layout or geometry.

Sustainable Transport Accessibility

The site is accessible by sustainable transport modes such as walking and cycling from Partridge Green where local amenities / services are located. The nearest bus stops are located near to junction of B2135 with High Street, approximately within 2km distance. Although there are sustainable transport opportunities the LHA are of the opinion that most of the journeys will be undertaken using private car use given the location of the site.

Parking and Internal Layout

In accordance with WSCC Parking Standards, the site is situated in Parking Behaviour Zone (PBZ) 1 which requires 2.2 spaces for 3-bed dwellings and 2.7 spaces for 4-bed dwelling along with 0.2 spaces per dwelling for visitor parking. There is a requirement of 33 spaces for the residential parking the same which is proposed by the scheme and visitor parking could be accommodated within site. The LHA do not anticipate any highway safety concerns related to overspill parking as the site is further away from the public highway.

Safe and secure cycle parking provision is made within bike stores near to the buildings, in conveniently accessible locations.

Delivery and servicing will be carried out within site as per the existing arrangements.

Trip Generation and Highway Impact

The nationally recognised TRICS database has been interrogated to derive the trip rates to estimate the vehicular trips associated with the existing and proposed development. The proposed development is estimated to generate additional two-way trips of 9 in the AM peak, 11 in the PM peak and 20 trips during the whole day. However, there is slight reduction in morning and evening peak trips when compared to the existing trips. Therefore, WSCC do not anticipate a material intensification of vehicular trips that would be detrimental to the operation of the local highway network.

Conclusion

The Local Highway Authority (LHA) do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Vehicle Parking

No part of the new development shall be first occupied until the vehicle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking spaces for the development.

Cycle Parking

No part of the new development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Plant and Materials

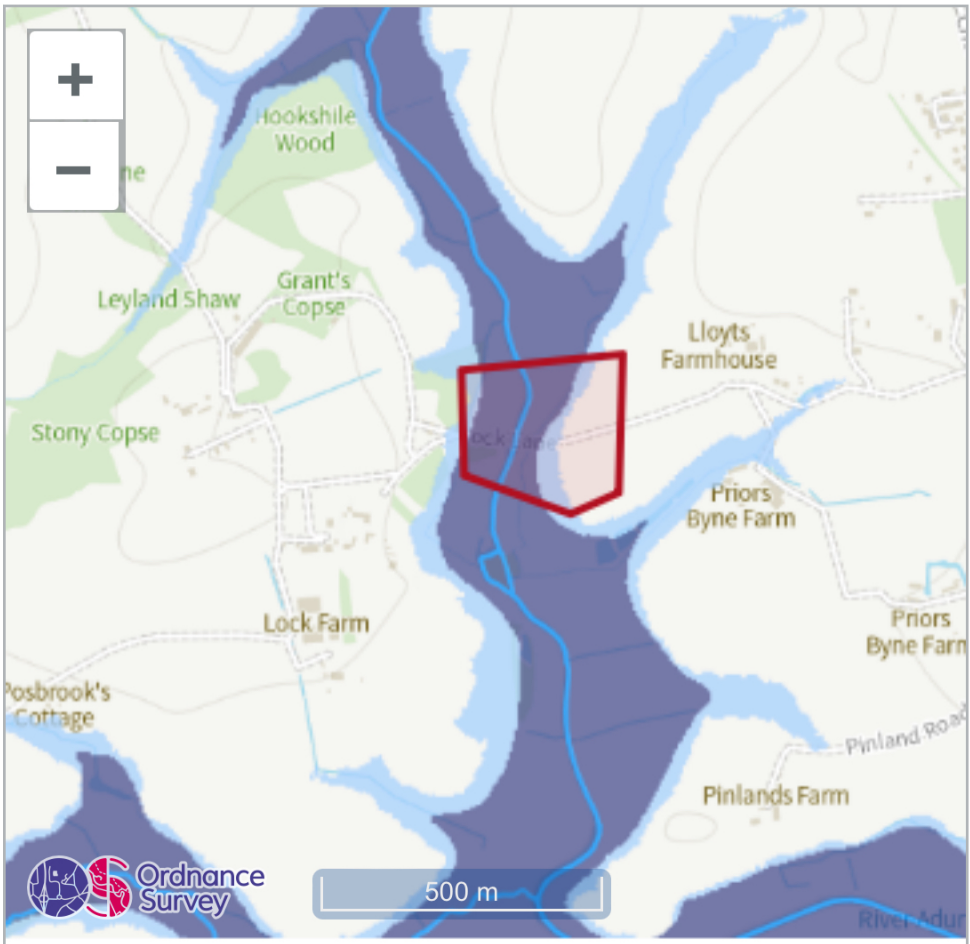
No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Roopa Bilichodmath
West Sussex County Council – Planning Services

Map

View map key



Your site boundary

Flood zone 3

Flood zone 2

Flood zone 1

Flood defence

Main river

Water storage area

AA -for-planning.service.gov.uk