From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 09 July 2024 17:42:05 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/24/0054
Categories: Comments Received

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 09/07/2024 5:42 PM.

Application Summary

Address:	Land West of Kent Street Kent Street Cowfold West Sussex
Proposal:	Installation of Battery Energy Storage System with associated infrastructure
Case Officer:	Nicola Pettifer

Click for further information

Customer Details

Address:	Lower Barn Farm Moatfield Lane Cowfold

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity
Comments:	RESPONSE TO TRAFFIC MANAGEMENT PLAN The recently submitted Traffic Management Plan highlights how inappropriate ENSO's BESS proposal is for Kent Street. The focus on cleaning the HGV's wheels is sweet, but unfortunately confirms a failure to grasp that they are proposing to industrialise a field accessed via a width-restricted, single track lane. The issues faced by the lane are not about getting dirty - it's

used by agricultural vehicles, after all - but about interacting safely with existing users. There is no analysis of non-HGV traffic so the proposal's precise impact is impossible to assess.

Kent Street Lane qualifies for Quiet Lane status and its description in para. 5.4 as a "a single carriageway road subject to a 60mph speed limit" is misleading at best. There are very few passing places but several sections of well-disguised, steep-sided ditches. The document justifies the site's suitability by highlighting that there have been no recorded traffic accidents in the vicinity, which is to look at the wrong sort of data for the lane. Instead, the issue is how many lorries and cars have had to be towed out of ditches by local farmers when non-local drivers have tried passing in the wrong places.

The only PROW referenced is Footpath 1787 which apparently will be "kept clear outside of construction hours", perhaps suggesting it will not be clear during construction hours? No mention is made of the amenity users of Kent Street Lane and how they will be able to safely continue to enjoy Rights of Way along the lane. To be clear, Kent Street is an invaluable connector for dogwalkers, cyclists and equestrians. It connects Picts Lane with Buckhatch Lane Bridleway which in turn connects to the lanes and PROW's going east via Frylands Lane across to Hickstead and west to Shermanbury and thence the Downs Link. Additionally, Buckhatch Lane bridleway and then the bridleway to St. Giles, Shermanbury is an essential route for horse exercise, offering the cantering opportunity for horses in the area.

The plan also provides no detail as to how access along Kent Street south of the site will be maintained, and interruption mitigated, while the 2km of cable connection to Bolney is completed. Any closure along Kent Street will prevent access to Buckhatch Lane from equestrians based either to the north or south of it, so a plan to enable equestrian access throughout any cable work is essential (as per comment above re. horse exercise).

Kind regards