

Transport Statement

Proposed sub-division of House 2 (a 9 bedroom 14,000 sqft house) being the central wing of Lock House into 2 No. houses (a 4 bedroom and a 6 bedroom house)

Lock House, Lock Lane, Partridge Green, RH13 8EG

Introduction

This transport statement has been produced to consider the traffic and transportation issues relating to a proposed conversion of House 2 being the Central wing of Lock House and being a 9 bedroom 14,000 square foot house into 2 No. houses – a 4 bedroom and a 6 bedroom house at Lock House, Lock Lane, Partridge Green, RH13 8EG as holiday lets.

The site is an existing large Mansion with 10 bedrooms, an attached staff annex, a garden flat and a granny annexe together with domestic offices. Planning consent has been granted by DC/25/0037 for the conversion of Lock House to 3 No. houses and the conversion of the garage with flat above into a separate cottage together with DC/25/0359 for the conversion of the existing garden store and tennis pavilion to holiday let units.

This transport statement will consider in detail

- The local highway network and its road traffic crash record
- The proposed use and its operating characteristics
- The impact of the proposals on the Highway in terms of Highway safety
- Accessibility of the site in terms of sustainable transport

In July 2021, a new revision to the National Planning Policy Framework (NPPF) was published. NPPF sets out the Government's planning policies for England and how these are expected to be applied. This NPPF replaces the previous NPPF versions.

NPPF paragraph 110 states that;

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.

Paragraph 111 goes on to say;

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and the residual cumulative impact of the

development are not severe in transport terms, consequently the planning application should be supported by the Council on transport grounds.

Site and Existing Highway Network

Lock House is located off Lock Lane. The main entrance gates to the property are 1.25km along Lock Lane from Bines Road, the Public Highway, B2135 to the east.

The application site currently consists of a Large Grade 2 listed building comprising 10 bedrooms, a granny annexe, domestic offices and a staff house and a separate garden flat. From 1972 until 2003 Lock House was the Convent of the Visitation following which it was converted to residential with various planning and listed building consents subsequently granted.

Planning consent has been granted by DC/25/0037 for the conversion of Lock House to 3 No. houses and the conversion of the garage with flat above into a separate cottage together with DC/25/0359 for the conversion of the existing garden store and tennis pavilion to holiday let units.

Lock Lane is a private road owned by a neighbouring Land owner. Lock Lane is maintained by the Land owner who charges residents an annual fee, which is extremely reasonable for maintaining the Lane. In recent times the effects of the flooding of the River Adur have damaged the road and extensive repairs have recently been carried out to remedy the damage caused. At times of flooding of the river which is now up to 8 times per annum and usually for 24 hours another neighbouring landowner allows an alternative exit from those properties effected coming out by Old Barn Nursery onto the A24.

There are 27 properties and a farm yard that access their property including Lock House, past the River Adur and a further 6 properties and a further farm yard that access their property before the Bridge. Of the 27 properties accessing their property after the Bridge 25 of these are after the main entrance to Lock House.

In the authors 22 years of experience using Lock Lane it is normal in peak hours to pass one car on the route from Lock House main drive to the B2135. There are plenty of passing spaces and since the road is generally open in long views it is easier to see oncoming traffic with drivers being able find a suitable passing space without having to reverse. Even when large grain lorries or tractors are on the lane with the low hedgerow it is possible to see them well in advance and find a suitable passing space.

The access of Lock Lane onto the B2135 is a splayed entrance of 16m wide. Southbound traffic is visible for 120m and northbound traffic for about 120m. Bines Road goes from National speed limit to 40mph limit 295m to the south. It has been assumed that the 85th percentile speed of northbound traffic is 36-40mph requiring a visibility distance of 65metres which is well exceeded by actual visibility and that southbound traffic has an 85th percentile speed of 31-35mph requiring a visibility distance of 54m which is again well exceeded.

Personal Injury Accident Data

The Crashmap accident database between 2018-2022 has been interrogated to consider any accident data on Bines Road in the vicinity of Lock Lane.

The data reveals one crash involving a parked car by Bines Farm Cottages. This crash occurred on Sunday 31 January 2021 where in darkness a driver hit a parked car and collided with another car in the national speed limit section of Highway. One driver suffered slight injury. The accident occurred 450m from the junction of the Highway with Lock Lane. A copy of the Crashmap report is included within the appendix to this report.

It is considered that the accident although regrettable occurred due to human error rather than a deficiency in the Highway network and relates a National speed limit section of Bines Road 450m south of the junction with Lock Lane and that therefore the risk of accidents is not increased by the development proposals of Lock House.

Sustainable Travel

This section of the report considers the accessibility of the site for access:

By foot – Access by foot to Partridge Green is possible walking down the drive and along Lock Lane a distance of 1.55km or using the footpath a distance of 2km. In terms of walking for leisure Lock House is well placed with numerous local footpaths giving access to the Downs Link and Knepp Estate.

By cycle – Access by bicycle to Partridge Green is also 1.55km away along the drive and Lock Lane. Again for leisure cyclists the area provides a large array of bridleways including the Downs Link from Guildford to Shoreham.

By Bus – The nearest bus stops are on the western edge of Partridge Green 1.35km from the property.

By train – The nearest train stations are 7-8 miles from the property with Stations at Christ Hospital and Billingshurst.

Department for Transport guidance ‘Building Sustainable Transport into New Developments’ (2008) gives the following advice.

“Walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”

The opportunities for a short walk defined as being less than 2km to the Local Village to replace car use is therefore possible as is bicycle use and Lock Lane with its far reaching viewings over countryside to the South Downs offers a stimulating, safe and attractive walk.

By Cycling and utilising the South Downs Link the Town of Henfield which offers a greater range of facilities than Partridge Green is 5.5km.

Development Proposals

The proposed conversion of House 2 being the Central wing of Lock House and being a 9 bedroom 14,000 square foot house into 2 No. houses – a 4 bedroom and a 6 bedroom house at Lock House, Lock Lane, Partridge Green, RH13 8EG.

West Sussex County Councils Guidance on parking in new developments (September 2020) has been used for determining car parking requirements. The site is located within the Cowfold, Shermanbury and West Grinstead Parking Behaviour Zone which is Zone 1.

West Sussex Council's current parking standard require 20% of spaces to have active charging points for electric vehicles. Each of the units created will have their own active charging points for electric vehicles giving a 100% coverage. This is deemed appropriate as more people move to electric vehicles.

Bicycle storage of 4 spaces will be provided in accordance with the WSCC standards.

The proposed development comprising 1 No. 4 bedroom house with 6 habitable rooms requires 2.2 spaces and 1 No. 6 house with 7 or more habitable rooms requires 2.7 in PBZ1 giving a total parking requirement of 4.9 spaces. The conversion of the consented house 2 reduces the parking demand by 2.7 in PBZ1 for a 9 bedroom house with 7 or more habitable rooms. This gives a net requirement for 2.2 further spaces and these have been shown on the site plan and are located conveniently to each unit.

Bin storage will be located by the back gates to Lock House which is where the refuse is currently collected.

It is therefore considered that car parking, electric vehicle charging, cycle storage and bin storage and collection can all be accommodated within the development in accordance with the Council's standards.

Vehicle Traffic Generation

The TRICS database has been interrogated to determine the potential traffic that could be generated by the consented single dwelling house 2 and the proposed sub-divided 2 dwellings from house 2.

These generate the following movements:

AM Peak 8am- 9am	Model of Travel	Trip rate	Modal Split	Generations
	Pedestrians	0.077	13.2%	0
	Cyclists	0.009	1.5%	0
	Public Transport users	0.102	17.5%	0
	Vehicle Occupants	0.394	67.7%	1
	Total People trips	0.582	100.0%	1

PM Peak 5pm- 6pm	Model of Travel	Trip rate	Modal Split	Generations
	Pedestrians	0.101	17.4%	0
	Cyclists	0.003	0.5%	0
	Public Transport users	0.02	3.4%	0
	Vehicle Occupants	0.335	57.6%	0
	Total People trips	0.459	78.9%	1

	Model of Travel	Trip rate	Modal Split	Generations
Daily	Pedestrians	1.25	214.8%	2
	Cyclists	0.071	12.2%	0
	Public Transport users	0.452	77.7%	1
	Vehicle Occupants	4.228	726.5%	6
	Total People trips	6.001	1031.1%	8

Increase in vehicle trips from proposal

	Arrivals	Departures	Total
AM Peak 08:00-09:00	0	0	0
PM Peak 17:00-18:00	0	0	0
Daily 07:00-19:00	2	3	5

Total daily trips increase by 5 movements a day with no change in AM or PM Peak. As such it is considered that the proposals should not have a material adverse impact on the local highway network in terms of either capacity or safety. This level of traffic is also so low as to not be noticeable against normal daily traffic fluctuations.

Conclusion

Lock Lane albeit a single track road provides sufficient passing spaces for any traffic generated by the proposed development to safely be used without prejudicing the use of the Lane by the other 33 residences and farm buildings.

The access from Lock Lane onto the Public Highway, B2135, Bines Road is safe with sufficient visibility splays and no recent crash incidents relating to highway design or safety.

The traffic generated from the proposals is minimal and will not effect the other 33 residences and farm buildings using Lock Lane.

This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and the residual cumulative impact of the development are not severe in transport terms, consequently the planning application should be supported by the Council on transport grounds.

Appendix

1. TRICS traffic generation survey data
2. Crashmap survey immediate area 2018-2022
3. Incident report 31 January 2021