

The Planning Officer
Mid Sussex District Council
Oaklands Road
Haywards Heath
West Sussex
RH16 1SS

Dear Sir / Madam

Mid Sussex District Council Reference DM/26/1560
Erection of 5 Detached Dwelling Houses and Outbuildings, including new garage to serve
The Byre
The Byre, The Street, Bolney, West Sussex, RH17 5PG

We object to the proposed 'Erection of 5 detached dwellinghouses and outbuildings, including new garage to serve The Byre' (Application No DM/26/1560). Our objection is based on the unsafe access arrangements, which in the event of an emergency would lead to trespass of neighbouring property, inadequate servicing and refuse provision, risk to the Grade II Listed wall, an incorrect red line boundary, and unresolved foul and surface water drainage matters.

Highway and access safety

Vehicle visibility and blind access

The driveway to Daltons Farm is accessed from the driveway of The Byre, over which Daltons Farm has an unrestricted right of way. The proposed roadway to serve the five houses will run parallel and immediately adjacent to the driveway of Daltons Farm, as shown on the applicant's Site Layout Plan. Between the Daltons Farm driveway and the proposed road is a 6 foot high brick wall. This wall will make it impossible to see from the proposed access road to the Daltons Farm driveway and vice versa. Consequently, when we exit our drive, we will be completely blind as to whether there is any oncoming traffic from the houses toward the exit on The Street. We quite often need to reverse down our drive and onto the shared drive, which will make sighting any oncoming traffic even more difficult. This is not a public highway, but access will be shared with six other houses. The proposed blind access arrangement will be dangerous and undoubtedly lead to some form of accident. Whilst the access onto the shared drive will be blind for us exiting Daltons Farm, it will be similarly blind for any traffic approaching from the five houses, as it will have no way of seeing if we are coming down our drive onto the shared drive.

Pedestrian safety

The proposed application includes adapting an existing connection with the existing Public Right of Way (PROW) which runs along the southern boundary of the site to give pedestrian access/egress. It is also proposed that a new link footpath is created within the boundary of the site, at the back of the 5 houses to provide access, via the gate/link to the PROW.

Under Secured by Design guidelines issued by the UK Police Service (which are voluntary but deeply embedded in planning policy) any pedestrian footpath should be well lit and footpaths at the rear of houses/gardens are strongly discouraged. The footpath proposed at the rear of the 5 houses will fail to comply with virtually all the Secured by Design guidelines. Further, the existing PROW is an unmade, unlit surface, with lots of natural hidden alcoves, which for women will present a daunting access prospect at night. In addition, in the winter this footpath is often very muddy, under water and not suitable for pushchairs.

It is inconceivable to think that any pedestrian from the 5 houses wanting to head north up The Street will use the pedestrian footpath, they will use the proposed access roadway. This will have no pavement, presumably the road will be a shared surface and the blind access proposed will be even more dangerous for pedestrians than vehicular traffic.

Servicing, refuse, emergency and construction access

The proposed roadway is too tight for a refuse lorry to navigate the tight chicane outside The Byre. We believe it is also too tight for a fire truck. If it is too tight for either of these vehicles then it will also be too tight for larger construction traffic vehicles. If they try to enter the access way then they will be endangering our Grade II Listed wall that runs alongside the shared driveway. Likewise, once the houses are complete, larger delivery vehicles entering the proposed road will also be a considerable risk of hitting our wall.

As already mentioned, the chicane is too tight for a refuse lorry and hence the application proposes a bin store immediately outside The Byre; the application drawings show a bin store with 5 bins. Each of the 5 houses will have a landfill bin, recycle bin, food waste bin and the option for a green garden waste bin. The councils current bin collection regime means that every third week all four of these bins will be collected on the same day. Therefore, including The Byre's bins, there could 24 bins outside The Byre awaiting collection on a Monday morning. The refuse lorry will need to either park in The Street, blocking the highway to allow all of the bins to be collected, or reverse into the proposed roadway in order not to block The Street. That will cause our access onto The Street to be blocked along with access for the 5 proposed houses. Furthermore, if there were such a volume of bins outside The Byre, the bins would surely block the access way.

We understand that the proposed bin store will be within 25m of The Street, which is the maximum distance a bin can be pulled by a refuse collector. However, the bin store should be no more than 35m from any house using the bin store in order to comply with Building Regulations. The furthest of the 5 houses is likely to be upwards of 200m from the proposed bin store, which will mean the occupant will need to drag 4 bins 200m to the pick-up point on some days.

The plans attached to the Motion Transport report at Appendix E include swept path analysis for a fire truck accessing and egressing the chicane. The drawing clearly shows that one wheel of the fire truck will need to cross onto our driveway in order to navigate the chicane. It is therefore

too tight and legally not possible to fit solely on the applicant's land without causing trespass. A fire truck approaching the turn from The Street is also at high risk of colliding with our Grade II Listed garden wall.

Application red line boundary

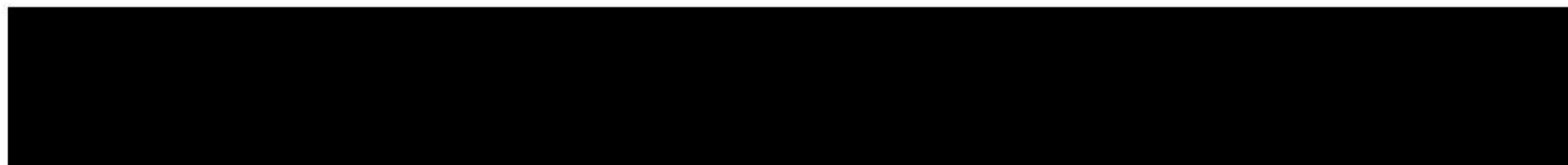
The red line marking the extent of the applicant's property as detailed on the applicant's Site Layout Plan is incorrect and includes land that belongs to us, specifically the demarcation across the shed adjacent to the Store Retained.

Foul and surface water drainage

The drainage from Daltons Farm currently runs into a shared sewer. There is no detail on the Drainage Strategy as to how this will be accommodated in the proposed development.

For the reasons set out above, we formally object to this application and ask the Council to refuse it.

Yours faithfully

A solid black rectangular box used to redact the signature and name of the objector.