

Major, Lynn

From: Denne NC - planning [REDACTED]
Sent: 21 April 2017 09:34
To: Planning
Subject: Horsham Denne NC - planning application DC/17/0684

Dear Sir/Madam,

Planning application DC/17/0684 - Prior Approval for Change of Use from Office to Dwelling house to provide 203 units, (174 x 1 bed/studio apartments and 29 x 2 bed apartments) - St Marks Court, Chart Way

Horsham Denne Neighbourhood Council **objects** to this application at this stage (being Prior Approval) on the grounds of road safety; a material increase in and change of the character of traffic in the vicinity and when entering and leaving the development; the lack of sufficient detail in relation to the above as well as parking, servicing access, refuse storage and bicycle storage; lack of a Transport Statement.

This application by BMO Real Estate Partners 'a property investor and property fund manager' is disingenuous in that the owners of the building, Royal Sun Alliance have stated (West Sussex County Times 31st March 2017) they have no plans to actually carry out the change of use from offices to dwellings and 'that optimising the use of its large range of properties across the UK now and in the future was 'just part of estate planning'.

An RSA spokesman also stated in that article that they have no plans to sell their 'Horsham headquarters' and that "The RSA Group has no plans to sell St Mark's Court and is totally committed to the Horsham area. We are committed to our staff in Horsham which remains the home of MORE TH>N." "Indeed we reaffirmed our commitment to our Horsham site at St Marks Court by consolidating our office space and undertaking recent refurbishments."

This application (for St Mark's Court aka Royal Sun Alliance (RSA)) and any subsequent planning applications for these premises must be linked with that of **Linden House** as vehicular access to and parking for the RSA development is through the lower ground floor of Linden House.

It is stressed that Linden House and St Mark's Court are intrinsically linked by their vehicular access and lower ground parking areas.

The Transport Statement in application DC/14/2622 (Linden House) stated:

Vehicular Access Proposals

1.4.2 Primary vehicular access to the site will be via a new left-in / left-out junction with the A281 Albion Way providing access to the on-site car park serving 65 spaces. In addition, the existing Madeira Avenue access will be retained as an entrance for servicing and delivery purposes.'

1.4.5 The existing rights of way to the RSA car park will remain in place with vehicles able to gain access via the existing Madeira Avenue security access and exit via the same route. Exit from the Albion Way access will be prohibited via the use of security gates with access control for Linden House residents only.'

Linden House is also subject of (still applicable) **Planning Conditions** under **DC/15/0305** that the Albion Way access be constructed and used by vehicles of Linden House residents only (Conditions 7 & 8) and no vehicles other than service, delivery or emergency vehicles enter or exit the site (Linden House) from Madeira Avenue - Condition 9. All those 3 conditions - *'Reason: in the interest of road safety and in accordance with the requirements of the NPPF'*.

The reason for the Albion Way access being put in place was for road safety and to relieve the amount of vehicular movements, parking overspill, noise and disturbance etc. to the residents of Madeira Avenue.

The residents' and visitors' vehicles for this proposed RSA residential development will therefore have to use Madeira Avenue. It is not clear how delivery or service vehicles will gain access or be accommodated nor where refuse bins will be stored.

HDNC considers the number of proposed parking spaces to be totally inadequate.

In comparison, planning application DC/14/2622 for Linden House includes the submission letter from PSP dated 4th December 2014 stating:

'As part of the proposals to reduce the number of units from 65 to 51 units it is intended that the volume of car parking provided will remain at 71 spaces (including three disabled bays) as proposed in DC/14/1905. This will increase parking space per unit from 0.9 to 1.4, which will help alleviate existing concerns relating to overspill visitor parking on Madeira Way. These spaces will be unallocated as with the existing planning permissions. Attached is an updated version of the West Sussex County Council Car Ownership Parking Demand Tool which shows that a development comprising 51 flats is anticipated to generate demand for 48 car parking spaces.'

The provision of only 108 car parking spaces for the RSA development residents is therefore insufficient for the proposed 203 residential units with a total of 232 bedrooms (174 x 1 bed/studio apartments and 29 x 2 bed apartments) as per WSCC Guidance for Parking in New Residential Developments September 2010 which the applicants have not commented on.

This lack of parking is likely to cause road safety issues and overspill parking in the adjoining area including Madeira Avenue and not in compliance with the NPPF.

There is no submission as to the provision of secure cycle storage for some 102 bicycles (0.5 bicycles per dwelling as per WSCC Guidance for Parking in New Residential Developments September 2010)

Martin Bruton
Head of Planning Committee
Horsham Denne Neighbourhood Council