

West Sussex County Council - Planning Consultation Response



To: Mid Sussex District Council

Date: 7 October 2026

FAO: Steven King

From: WSCC - Highways Authority

LPA Reference: DM/26/2163

Location: Land South And West Of Imberhorne Upper School

Imberhorne Lane

East Grinstead

West Sussex

Proposal: Reserved Matters application for a retirement living scheme (Use Class C2) for 134 dwellings at Land West of Imberhorne Lane. The Reserved Matters include appearance, landscape, layout and scale, pursuant to outline approval DM/23/2699. Also to include details to address condition no. 24 relevant to the Care Community element of DM/23/2699.

Date of Site Visit: N/A

Recommendation: No Objection

Comments are made in respects of,

- Transport Statement, dated August 2026
- Proposed Site Plan, drawing 20100, revision P02
- Framework Travel Plan, August 2026

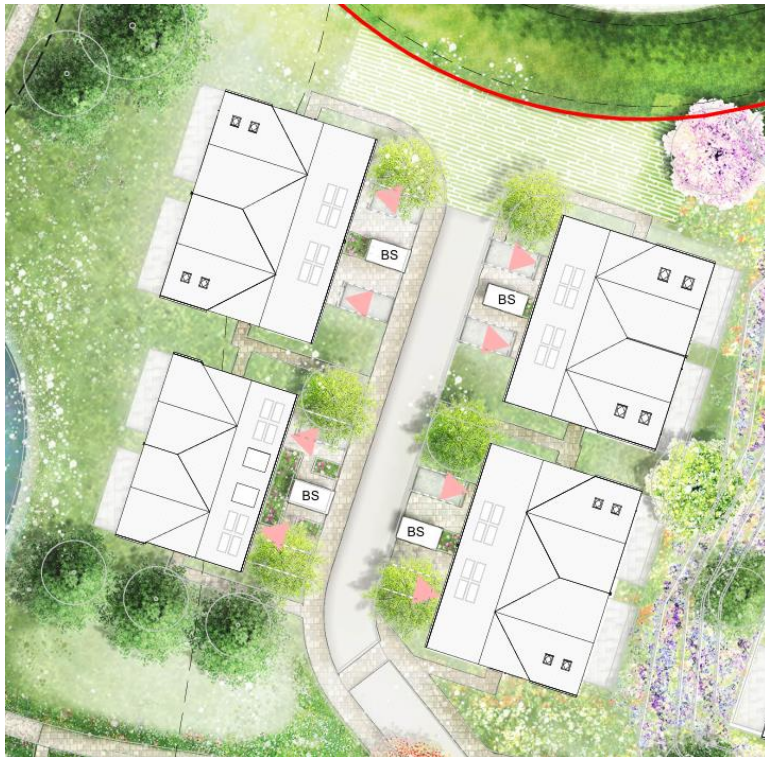
It's recognised that the scheme benefits from outline planning consent (DM/23/2699). The general principle of development is therefore approved as are matters relating to access to the wider highway network. The current application seeks approval of those remaining reserved matters.

The current application is supported by way of a Transport Statement (TS). It is noted that TS updates the potential traffic generation estimate included in the outline planning permission. This update is based on the scheme proposed rather than that anticipated as part of the outline permission. It's apparent from this comparison that the difference in trip generation between the schemes is minimal.

Whilst matters of highway adoption are not a material planning consideration, it's recognised that the road layout is to be kept private and unadopted.

The proposed highway network is very much designed to accord to the principles within Manual for Streets. The network has a design speed of 20mph and includes carriageways of between 5.5 to 4.8 metres wide. Swept path details are included demonstrating the adequacies of the widths and carriageway geometries proposed. Footways are present along at least one side of carriageways with there otherwise being footpaths away from carriageways leading primarily towards the central building facility.

WSCC Highways have no significant concerns with the proposed highway layout. Given the nature of the proposed development and the potential restricted mobility of some residents, the Applicant should consider whether a footway is needed on both sides of the carriageway for those units in the NW corner and as indicated below. It seems unusual otherwise for a footway to be on one but not both sides.



The other point WSCC would highlight would be the requirement for dropped kerb crossings to be provided throughout the development. Without such crossings, the layout will be highly challenging for those in mobility scooters. It's suggested that there would be merit in securing such details via condition.

Car parking has been informed by way of use surveys from another comparable scheme operated by the Applicant. This approach is accepted in-principle. The TS outlines that there will be a total of 134 car parking spaces across the site. The Applicant within the TS sets out the justification and reasoning for this number of spaces.

WSCC Highway have no concerns with the total number of car parking spaces proposed. Ultimately, any demands for car parking will need to be accommodated within the site given there are a very few locations within close distance that car parking could take place. Given the roads are private, the Applicant will need to manage any car parking that takes place within the site.

A limited number of cycle parking spaces are provided. This is justified based on the survey of the Applicant's existing site and Census 'Journey to Work data' for existing residents in the local area. The number of spaces is therefore justified.

The Applicant has also presented a Travel Plan. In reviewing this, WSCC recognise that there is a legal obligation within the s106 for DM/23/2699 requiring the submission of a travel plan. The Applicant will need to separately apply to discharge this obligation but

nevertheless WSCC have reviewed this and would provide the following comments on the submitted document.

WSCC accept the merits of submitting a TP. However, WSCC have a degree of realism in terms of the ability for the Applicant to meaningfully influence how residents, staff, and visitors travel. For residents, it may not be practical or feasible to encourage an increase in walking or cycling trips for external trips; bus services in the immediate vicinity of the site are also limited. Likewise, it's currently unknown whereabouts staff and visitors will be travelling from. The ability to influence travel may be limited. These points aside, the TP will offer some benefit but will likely need to be updated and adjusted once the site is occupied.

With regards to measures included, reference is made to a steering group. Given the very limited trip generation resulting from this proposal, a steering group is perhaps unnecessary. Whilst WSCC will review and advise on the travel plan and monitoring, WSCC are unlikely to provide a resource to attend any steering group meetings.

Some of the other measures will need to be reviewed to ensure these are suitable for all residents and staff (e.g. those measures relating to cycling especially in light of those comments made in the TS where cycling is identified as a mode that may be used only by a very small number of residents/staff/visitors). Many of the information based measures are also freely available and could be easily accessed by residents/staff without recourse to the TP.

In summary, the travel plan does need to be separately submitted and subsequently discharged. It also needs to be updated to be more reflective and realistic in terms of how residents, staff, and visitors travel may be influenced.

In conclusion, there are no significant concerns with the detailed layout proposals with these complying or (via planning conditions) being capable of complying with appropriate guidance and planning policy. The Applicant should nevertheless review footway provisions in the area indicated. Conditions would be appropriate to secure details of crossing points, car and cycle parking. Wording is suggested below.

Car parking space

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

Cycle parking

No part of the 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.

Crossing Points

No part of the development shall be first occupied until pedestrian dropped crossing points have been provided within the development's road network in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure safe and suitable pedestrian crossings are provided as part of the development proposals.

Ian Gledhill

West Sussex County Council – Planning Services (Highways)