

From: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Sent: 05 June 2024 10:09:25 UTC+01:00
To: "Stuart Malcolm" <stuart.Malcolm@midsussex.gov.uk>
Subject: RE: URGENT DM/24/0446 Land Off Scamps Hill

Morning Stuart, thanks for forwarding the Parish Council's email.

With respects to the points they raise, the vehicle access has been altered to suit comments made by WSCC. This amendment was requested to assist with the manoeuvring of refuse vehicles as the tracking provided as part of the initial submission showing significant encroachment of an exiting refuse vehicle into the opposing traffic lane. It should be noted that with the initial and revised submission that the location and road width at the pedestrian crossing point remain substantially unchanged; if anything the revised layout increases the spacing between the crossing point and the proposed vehicular access. The Stage One Road Safety Audit raises no issues concerning the crossing point within the development.

The junction will be signed and lined as a standard priority/give way junction. Drivers will have to obey the signing and lining as they would at any other junction. The Stage One Road Safety Audit raises no issues concerning the layout or location of the vehicular access.

In terms of active travel (including access by bus), the initial WSCC comments acknowledge the limited cycling infrastructure in the local area. However access to services on foot (by which I refer to distances and existing infrastructure to local services) are not unreasonable. Likewise, there are bus services and stops (which are to be improved) within short walking distances.

Ultimately, WSCC has reviewed the overall acceptability of this proposal against the NPPF. Paragraph 114 specifically refers to

- a. appropriate opportunities to promote sustainable transport 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,
- d. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be costs effectively mitigated to an acceptable degree.

It's considered that the developer has taken up appropriate opportunities to promote sustainable transport given the site location. Whilst it would of course be desirable to secure more comprehensive improvements to cycling, these would be disproportionate to the impact of the development, and would therefore be unreasonable and unnecessary to make the development acceptable, and would fail the relevant planning tests.

As is well acknowledged, the NPPF paragraph 115 sets a very high bar in terms of when development should be refused on highway grounds; namely that development should be prevented or refused on highway grounds if there would be unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. On the basis of the information provided, it's not considered that a severe or otherwise unacceptable safety impact would result.

Hope this assists.

Kind regards

Ian Gledhill

[Ian Gledhill](#) BSc MCIHT | Principal Planner – County Highways (Development Management) - Planning Services, [West Sussex County Council](#) | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1RH
Internal: 25717 | External: 0330 222 5717
E-mail: ian.gledhill@westsussex.gov.uk

From: Stuart Malcolm <stuart.Malcolm@midsussex.gov.uk>
Sent: Tuesday, June 4, 2024 5:59 PM
To: Ian Gledhill <ian.gledhill@westsussex.gov.uk>
Cc: SU Local Development <SULocalDevelopment@westsussex.gov.uk>
Subject: FW: URGENT DM/24/0446 Land Off Scamps Hill

****EXTERNAL****

Hi Ian

I hope you are well. Please see the additional comments made by Lindfield Rural Parish Council.

I think a response would be really useful please if you are able to provide some comments.

Many thanks

Stuart

From: Parish Clerk <clerk@lindfieldrural-pc.org.uk>
Sent: Thursday, May 23, 2024 4:51 PM
To: Stuart Malcolm <stuart.Malcolm@midsussex.gov.uk>; Judy Holmes <Judy.Holmes@midsussex.gov.uk>; Kathryn Hall <Kathryn.Hall@midsussex.gov.uk>
Subject: URGENT DM/24/0446 Land Off Scamps Hill

Some people who received this message don't often get email from clerk@lindfieldrural-pc.org.uk. [Learn why this is important](#)

Dear Stuart,

I know it is late in the day, but my councillors would like to add the following to this application.:

Dear MSDC,

We note further communications between WSCC Highways and the applicant. LRPC would reiterate our objections to the highways proposals put forward. We note that WSCC are suggesting a further enlargement of the access. As stated in our initial response this would make it even less safe for pedestrians crossing at the junction across the entrance - and less likely for vehicles to give way in accordance with the Highway Code. In addition any enlargement would increase the amount of greenery and landscaping removed for sight lines. This impacts on Bio-Diversity and additional BNG requirements would be required.

Thus on the basis of pedestrian safety and bio-diversity we would strongly object to these proposed changes.

We would also reiterate that the WSCC response has failed to consider various local, regional and national policies and guidance. It has failed to consider a number of issues and shortfalls in the applicants Transport Assessment. The applicant's submission would encourage private car use contrary to WSCC policies, discourage active travel, fail to support public transport and make it less safe for all users.

Kind regards

Santi

Santi Gil

Clerk to the Council
Lindfield Rural Parish Council

Walstead Chapel
East Mascalls Lane
Lindfield
West Sussex
RH16 2QJ

Tel: 01444 831499

Email: clerk@lindfieldrural-pc.org.uk

Website: <http://www.lindfieldrural-pc.org.uk>

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