

From: Parish Clerk <clerk@lindfieldrural-pc.org.uk>
Sent: 22 July 2024 12:34:29 UTC+01:00
To: "Stuart Malcolm" <stuart.Malcolm@midsussex.gov.uk>
Subject: FW: Planning item DM/24/0446 - land off Scamps Hill Update

Dear Malcolm,

Please find the additional comments that my council wish to pass on to you in relation to:

DM/24/0446 Land Off Scamps Hill

Further to correspondence and discussion LRPC would reiterate our objection to the proposed development and the position/layout of the proposed position of any access at the indicated location.

We would remind MSDC in relation to the landscape, visual amenity and overall impact of the site access on the trees and hedgerows. MSDC planning policy DP37 Trees, Woodland and Hedgerows; in our opinion the junction fails to comply with the 6th bullet by failing to "Ensuring that the development does not sever ecological corridors created by [the development] assets."

The length and scale of clearance of vegetation for sight lines would be over 100m with a blighting of the landscape, trees, hedgerows and visual amenity. This is exacerbated by being in a higher 40mph speed limit zone. The applicant has failed to minimise the environmental impact of their access and consider other less impactful and safer locations. If the development were approved the access should be relocated and/or other measures taken to minimise its impact on the hedgerows, trees and visual amenity.

We would also restate our position that the proposals fail to support walking, cycling and public transport. Noting the WSCC response we would remind MSDC of your own policies to support Active Travel and that Active Travel England have scored WSCC active travel capabilities as 0 the lowest rating reflecting their lack of capability in this space. Recent Active Travel England guidance in relation to active travel and planning (<https://www.gov.uk/government/publications/active-travel-england-development-management>) completely aligns with our response. The NPPF stresses the need to comply with policy and guidance which these proposals do not.

The Transport Assessment and Travel Plan fail to achieve any significant active travel modal shift in their assessments or support public transport in accordance with LTN 1/24. As our original response stated it has a number of errors, inaccuracies and questionable assertions.

These conclusions also support the MSDC policy which has not included this site in the existing district plan or included it in the 2021-2039 district plan which has just been delivered to SoS for Reg.19 appraisal.

Accordingly great weight should apply to refuse this application for Site Access with all other matters reserved.

Kind regards

Santi Gil

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