

Mid Sussex Site Allocations DPD Examination

Denton Homes Statement to MSDC-08 Response to AP7 Matter 3.3

SA31 - Firlands, Scaynes Hill: footpath provision

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1.0 Introduction

1.1 This Statement is submitted by Denton Homes in support of 'MSDC-08 Response to AP7 Matter 3.3, SA31 - Firlands, Scaynes Hill: footpath provision', as part of the Mid Sussex District Council Site Allocations DPD Examination.

1.2 MSDC-08 responded to the Inspector's Action Point AP7 – Matter 3.3: SA31 Land at Firlands, Scaynes Hill, in particular the 'appropriateness and feasibility of securing a footpath on the west side of Church Road, Scaynes Hill in the event that Site SA31 for 20 dwellings is included within the DPD site allocations; in particular, could a footpath be constructed which did not take Commons land?'

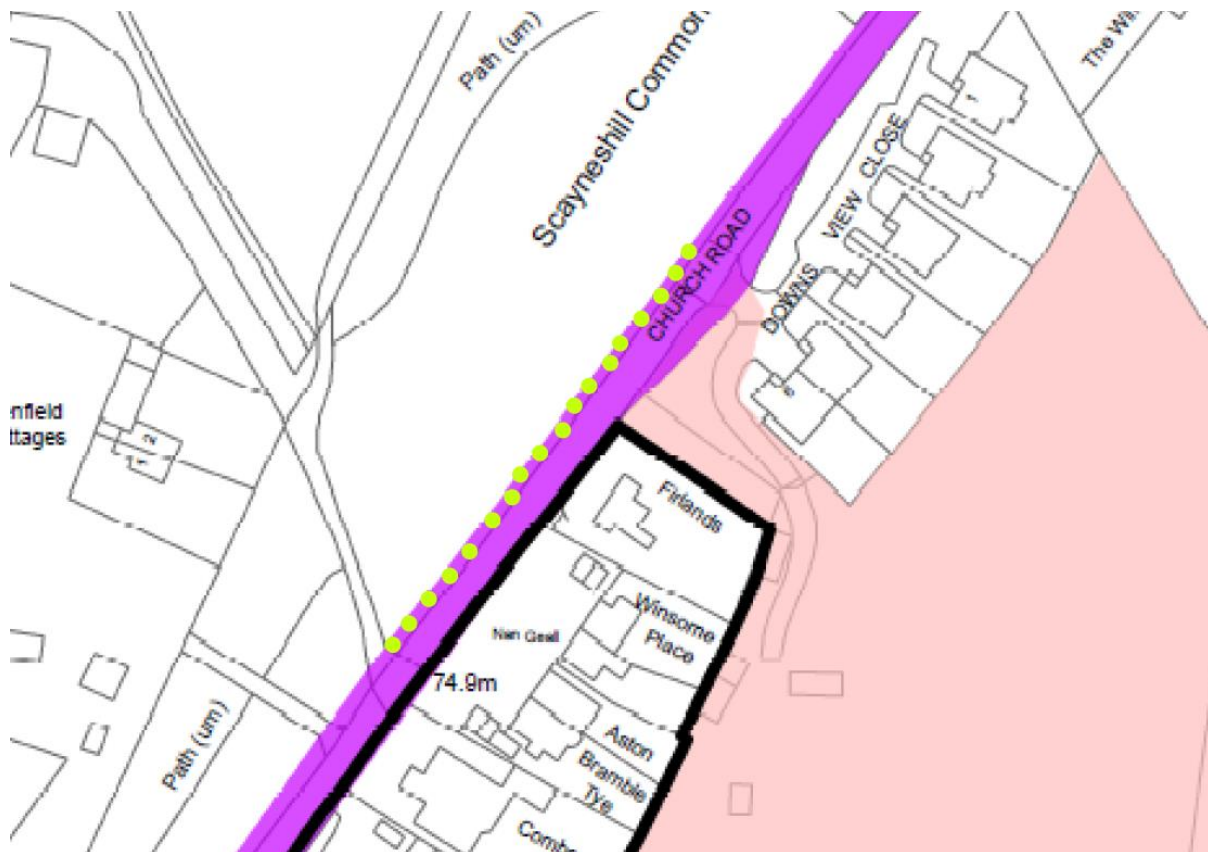
2.0 Response to MSDC-08

The potential for a footpath

2.1 We welcome MSDC's consultation with WSCC.

2.2 We simply wish to assist the Inspector and clarify that the adoption limit confirms WSCC own verges along the western side of the road. Below we have highlighted an extract of MSDC-08 Figure 1: Map of land in highway ownership (shown in purple within highway boundary).

Fig 1 : Extract of MSDC-08 Figure 1 showing WSCC ownership with the verge highlighted



2.3 Our transport consultant has confirmed that as WSCC own the verge, if deemed in the future application stage a footpath link could be required, WSCC should be able to provide it as highlighted in Fig 1 above.

2.4 Denton Homes could fund a footpath under a s106/s278 legal agreement, if necessary.

2.5 To further assist we have prepared a marked-up Photo 1 below, with the verge in question highlighted.

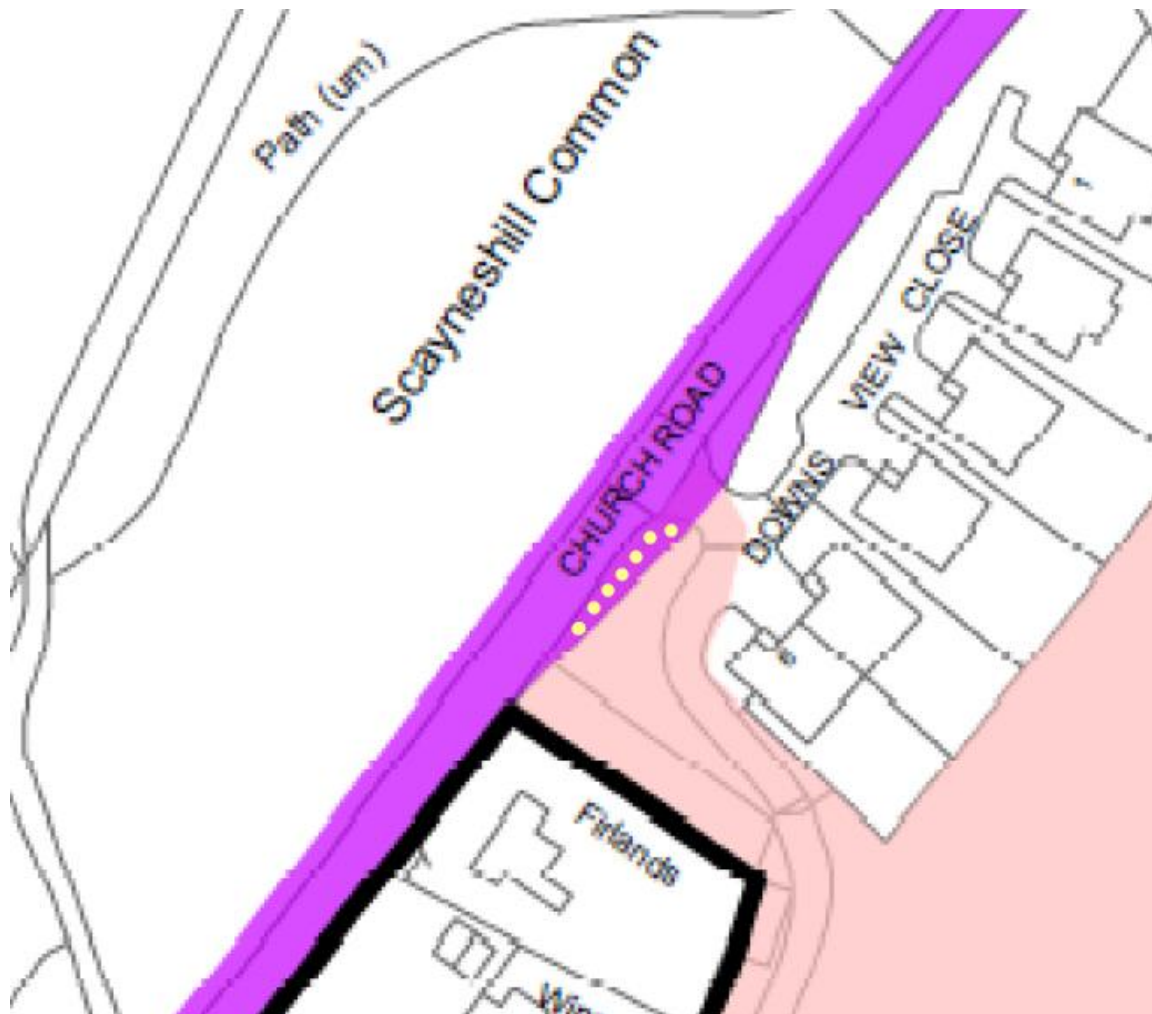
Photo 1 : Access onto Church Road showing WSCC highways ownership with verge highlighted (approximate)



2.6 The adopted verge, part of the site, is owned by us and is also within the adoption limit.

2.7 Given the concerns raised at the examination, and MSDC's response to AP7, we wish to inform MSDC and the Inspector that we will be seeking to provide a place of safety for pedestrians, with or without a footpath, on our land, at the detailed application stage, shown highlighted in Fig 2 below.

Fig 2 : Extract of MSDC-08 Figure 1 showing Denton Homes ownership with the scope for a place of safety and footpath within adoption limits highlighted



2.8 We also wish to clarify that in doing so, we do not need to remove the hedge screening as suggested in the examination by residents. The requisite highways safety sight lines that exist do not need to be altered, we refer to our SA31.7 'Access and Transport Statement' which clearly sets out the adequacy of the existing access in terms of safety without alteration. So the existing hedge will be retained.

2.9 We hope this is of assistance to MSDC and the Inspector in illustrating a footpath link could be provided which avoids Commons Land as requested in AP7.

Exemplar Development in a Cat 3 Settlement

2.10 We have a similar development in MSDC, we referred to it in our Matter M3-2067 at Pease Pottage. The site known as Foresters Way, Pease Pottage (DM/17/0747 25 NO. DWELLINGS at GOLF HOUSE, HORSHAM ROAD, PEASE POTTAGE, WEST SUSSEX).

Photo 2: Access arrangement at Foresters Way showing footpath on development side only



Photo 3: Access arrangement at Foresters Way showing footpath on development side only with no link to opposite footpath



2.11 We feel the above site is relevant as pedestrian permeability was limited also.

2.12 As a development of 25 dwellings, it is similar to SA31 in size, also in a Category 3 Settlement as SA31, and on the edge or forming the edge of settlement.

2.13 As set out in our SA31.7 'Access and Transport Statement' with previous applications and consultations with WSCC, and as set out by MSDC-08 at Reg 18 and 19 consultations with WSCC, there has been no call for footpath links, or additional pedestrian safety measures at the access.

2.14 We are certain that the site in it's context has the benefit of a safe access to a safe road. We recognise the pedestrian permeability and desires given the sustainable location and facilities, and as noted in 2.7 above we have therefore committed to a place of safety as part of a future application.

Common Land

2.15 We do not wish to comment further on MSDC excellent analysis of the desire lines running across the Common, other than we are not in control of these but would be willing to liaise with the Parish Council to see if we could assist fund any enhancements to the Common land.

Perception of safety

2.16 We refer to our SA31.7 'Access and Transport Statement', where at the outset we sought highways advice on a site yield of 30 units, in excess of the 20 units now described in the SA31 draft allocation.

2.17 Para 4.2.3-4 below summarises the existing access as being safe.

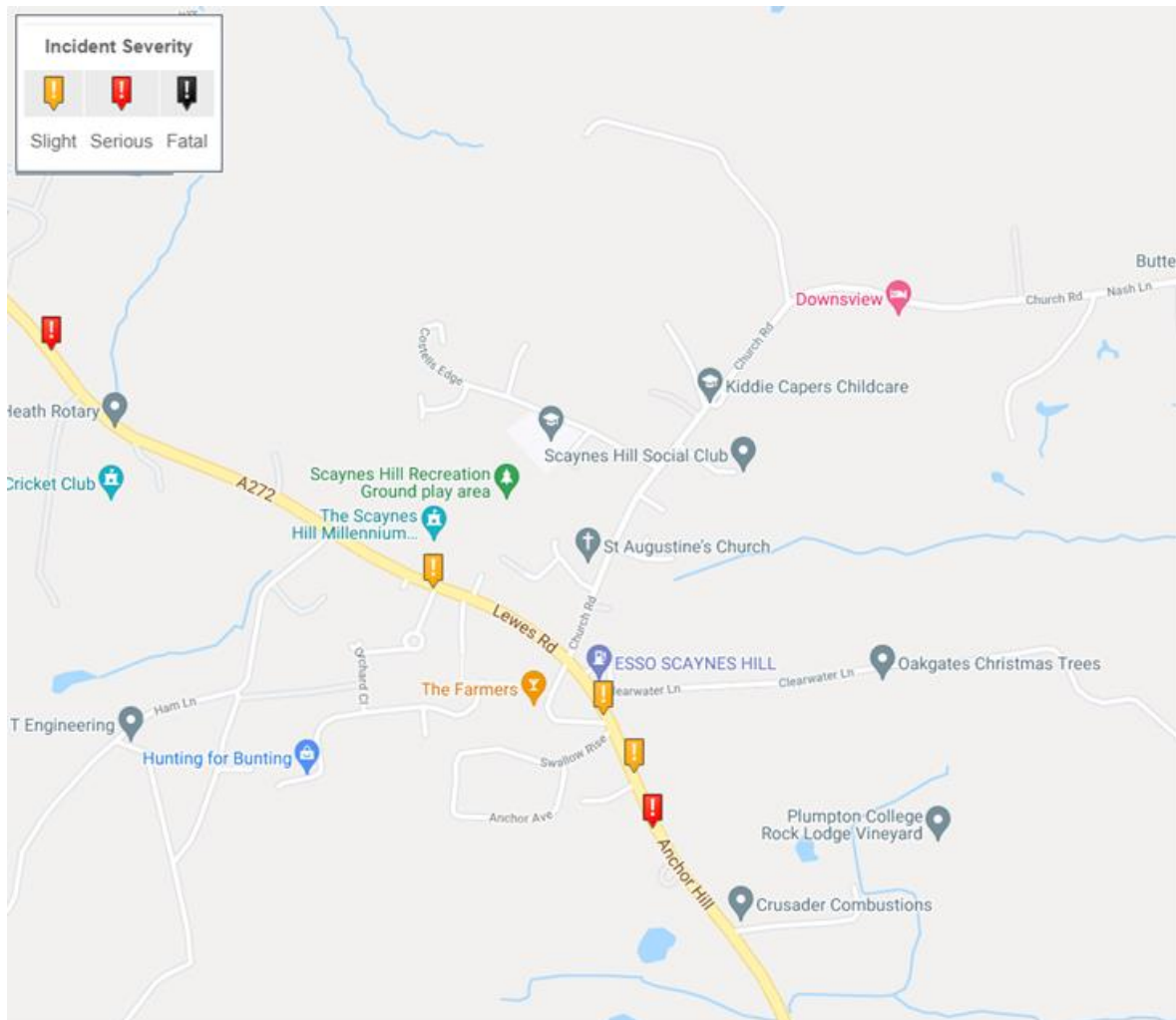
Fig 3: Extract of SA31.7 Access and Transport Statement

4.2.3 The access has been in use for a number of years and Personal Injury Collision (PIC) records for the local highway network has been reviewed for the last 5 years. As shown on figure 4.2 below there have only been 5 PICs recorded in the area and none of these were on Church Road.

4.2.4 Of the five PIC four were of slight severity and one serious none of these are at or in the vicinity of the site access. The lack of PIC suggests that there is no safety issues related to the access point or the visibility achievable from it. The use of this access to serve the allocation site is considered acceptable given there is currently no safe hazard identified, even with the slight intensification the development might cause.

2.18 We have asked our highways consultant to see if there has been any change in the PIC records since writing their report, and they have confirmed this week they can find no accidents in the vicinity of the site. Fig 4 below is an updated map of Fig 4.2 from their SA31.7 'Access and Transport Statement', it shows a lack of accidents near the site.

Fig 4: Updated accident map Fig 4.2 of SA31.7 Access and Transport Statement



2.19 Given the previous planning applications and built development, WSCC have not sought any speed or safety mitigation with regards the access, and as our SA31.7 'Access and Transport Statement' sets out the access is safe, and the accident record above confirms this.

3.0 Summary

3.1 We have tried to supplement MSDC-08 to clarify to the Inspector that a footpath link is possible along the western side of Church Road, the main question asked, as 2.3 above, and confirmed we will fund it via the requisite s106 or s278 if necessary.

3.2 We have also set out in 2.10 - 2.14 above, an exemplar development of ours, in a similar Category Settlement in MSDC, on the edge of settlement, with similar pedestrian permeability and footpath issues. This is merely to give weight to our position that a footpath link is not likely to be required.

3.3 We have also tried to address the perception of safety with regards the access. As set out in 2.17-2.19 above the alleged perception of there being a dangerous road at the access to SA31, is not a fact.

3.4 As set out in 2.7 above, we have committed to include within the site as part of a future planning application pedestrian safety measures with no detrimental impact on the existing access and hedge screening forming a feature of the site.

3.5 We trust this is of assistance to MSDC and the Inspector.