

Main Modification 18 - Index by ID Number

ID	ResponseRef	Name	Organisation	On Behalf Of
739	739/1/MM18	Peter & Ulrika Crossfield		
826	826/1/MM18	Matthew Gay		
1018	1018/1/MM18	Clive and Suphanee Aston		
1042	1042/1/MM18	Sophie Shepherd		
1682	1682/1/MM18	Peter Bain		
2534	2534/1/MM18	Louise Hatley		

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 7390
Response Ref: 739/1/MM18
Respondent: Peter & Ulrika Crossfield
Organisation:
On Behalf Of:

[REDACTED]

From: Chris Banks [REDACTED]
Sent: 24 January 2022 08:27
To: planningpolicy
Cc: Andrew Marsh
Subject: Fwd: SA31: DPD Examination

Hi All,

Please can you add this in with the MM comments.

Kind Regards

Charlotte Glancy

Programme Officer

C/O Banks Solutions
[REDACTED]

Begin forwarded message:

From: [REDACTED]
Date: 23 January 2022 at 21:56:06 GMT
To: [REDACTED]
Subject: SA31: DPD Examination

[REDACTED]

21st January 2022

Dear Sir

Ref: SA31 : DPD Examination

We, along with our neighbours who have also written to you on this, refer to Matters Arising AP7-3.3 and MSDC Site Allocations DPD Main Modifications Consultation dated 29th November 2021 and Denton Homes Statement On the Matter dated September 2021.

The Inspectors Note AP7 Matters 3.1: SA31 Firlands Scaynes Hill, called for the District or County Council to present the appropriateness and feasibility of securing a footpath on the west side of Church Road, Scaynes Hill, with a particular request that any suggestions did not use common land. This request seems to have been ignored by all parties in subsequent submissions and responses.

Regarding the potential use of the current bridle/footpath, part of which was recently laid with hard core, we would draw attention to the [Highways Act 1980, Schedule 12A](#) which states that foot/bridle paths edged field to field should be a minimum width of 1.5m. Currently it is laid to 1.2m which has already been reduced by the overgrowth reducing it mostly to a width of below 1m. If this form of footpath is extended with a spur to Downs View Close, it would not only be non-compliant and unfit for use but, as repeatedly pointed out, offer severe safety issues at the point of crossing.

It is understood that when permission was granted for the existing bridle/footpath improvement, it should include a spur to the Scaynes Hill Social Club/Kiddicapers Nursery and specified that a safety barrier was erected at the highway edge ensuring safe and considered crossing to the Club and Nursery. The barrier was never installed but the request in itself acknowledges the danger of crossing Church Road.

We have noted that some Highways Consultants have mapped out where accidents have occurred in the Scaynes Hill area, showing none to date along Church Road. They appear therefore to take the stance that as no accidents have occurred to date that none will do in the future.

We have constantly pointed out that although the stretch of road is supposed to have a speed limit of 30 mph, in actuality this is not adhered to and it is not uncommon to see large lorries, agricultural vehicles, motor-cycles and private vehicles travelling at closer to - and very frequently greatly exceeding - 40 mph.

The possible alternative of a footpath running along the verge of Church Road from Downs View Close to Vicarage Lane, does not appear to take into consideration Government guidelines ([DfT Manual for Streets 2007](#)) suggesting that a minimum unobstructed width for pedestrians should be 2m, and up to 3m where possible, a view supported by a number of independent charities such as "Inclusive Mobility", in their report of 2002, when they advise a width of a minimum 2m to facilitate a wheelchair and passing pedestrians safely and comfortably. This is equally appropriate to pedestrians with prams and walkers. Taking a measurement from 3 of the trees located on the roadside, there is at each point less than or just 2m to the very edge of a proposed pathway which would leave all at great and unsafe risk when passing each other, having to step into the road.

Finally, the termination of the pathway at Vicarage Lane would leave pedestrians having to step into either Church Road or at a minimum cross Vicarage Lane. Indeed, no account seems to be taken of the need for pedestrians to cross Church Road at the entrance to Downs View Close. This is very close to the blind bend. It would be hazardous for fit and able pedestrians to cross so close to a blind bend, let alone for parents with children and pushchairs or those in wheelchairs or mobility vehicles for the disabled. Frankly the idea of such people crossing safely (school times, for example, coinciding with work rush hour) is frightening and wholly unsafe and unsound.

In conclusion:

1. Denton Homes' proposals do not include the bridle/footpath, accepting that option is not fit for purpose.
2. Following Government guidelines the proposed pedestrian footpath fails the test of minimum width particularly at the point where mature trees border the common land and would undoubtedly damage the trees should such a path be installed, impinging as it would on common land.
3. No comment is made with regards to actual safety with the consulted highway specialists still relying on the stretch of road outside Downs View Close being controlled by a 30 mph speed limit when residents have consistently pointed out this speed limit in the main is not adhered to.
4. In spite of The Inspector's request to not use common land for the footpath, both considerations ignore this request. He also requests that proposals put forward acknowledging the absolute requirement for safety of any proposed crossing point. The proposals do not address such concerns in any way.
5. The claim by Denton Homes that any construction of a public footpath running from the proposed new dwellings and exiting at the junction of Downs View Close and Church Road would not necessitate the removal of the Beech hedge that forms the screening between the houses in the Close and Church Road, would seem not to be wholly correct as the hedge reaches almost onto the actual exit/access road from the Close. It would almost certainly involve the removal of part of the hedge, exposing houses in the Close to further noise and sightings of road traffic in Church Road.

We are so very much against the whole proposal for development of the land behind our properties in Downs View Close and the added danger risk that the considerable traffic from the proposed 20 houses will undoubtedly create. Denton Homes attempts to convince the Inspector that footpaths out of Downs View Close, along Church Road and/or over Scaynes Hill Common are little short of scandalous and we vehemently oppose everything to do with this proposed development.

Please refuse their application.

Yours faithfully,

Peter, Ulrika and Benji (aged 9yrs) Crossfield

Sent from my iPhone

826

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 8260
Response Ref: 826/1/MM18
Respondent: Matthew Gay
Organisation:
On Behalf Of:

[REDACTED]

From: Matt Gay [REDACTED]
Sent: 23 January 2022 17:09
To: Policy Consultation
Subject: SA31 DPD Examination
Attachments: Letter to Planning Inspector January 2022.docx

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir,

Please do read my attached representations regarding SA31 Firlands, Scaynes Hill. Hopefully all is clear, but I am happy to answer any questions you may have.

Best Regards
Matthew Gay

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
23rd January 2022

Ref: SA31 DPD Examination

Dear Sir,

In response to Matters Arising AP7-3.3 and MSDC Site allocations main modifications consultation of 29th November 2021

I note that no satisfactory solution has been proposed by any party to the question of securing a footpath on the west side of Church Rd with a particular request that suggestions did not use common land. This last request seems to have been completely ignored, perhaps because it is acknowledged that on Church Rd there is a steady flow of cars, tractors and lorries many of which drive well in excess of the 30mph speed limit, making it a dangerous option.

The suggestion to create a footpath on the common land should be rejected, as it's a very special piece of habitat home to rare flora and not a place to be covered in hard core as a way to solve a developer's access issues.

I'm of the view that a footpath of this nature would also offer severe safety issues at the point where it crosses Church Rd. The crossing would be close to a blind bend coming from Horsted Keynes direction and in the middle of a long straight coming from the A272, where as previously stated traffic is travelling in excess of the speed limit.

Large lorries speeding to and from the likes of local businesses such as Brian Gow roofing and the water treatment works make walking this stretch of the road dangerous, let alone crossing it. My elderly neighbour feels trapped in her house as we have no footpath from our houses to the common and as such she is scared to brave the traffic.

When considering proposals, it has already been stressed that the safety of any proposed crossing point would be an absolute requirement. I don't see how crossing Church Rd where it would, such a footpath could comply with this and would be an accident waiting to happen.

The possible alternative of a footpath running along the verge of Church Rd would seem equally ill thought out, as it wouldn't appear to comply with Government guidelines regarding unobstructed width for pedestrians of up to 3m where possible. A narrower path such as the alternative proposed pathway would oblige users to step into the road when passing each other, again leading to potential accidents

In conclusion I don't see how proposals address the Inspector's justified concerns and don't think the whole thing has been thought through as to how pedestrians, particularly those with reduced mobility would access the proposed site.

Yours faithfully

Matt Gay and Sophie Shepherd, [REDACTED]

1018

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 10180

Response Ref: 1018/1/MM18

Respondent: Clive and Suphannee Aston

Organisation:

On Behalf Of:

[REDACTED]

From: [REDACTED]
Sent: 06 January 2022 18:11
To: Policy Consultation
Subject: Mid Sussex District Council Site Allocations DPD: Main Modifications Consultation
Attachments: MSDC .pdf; MSDC .docx
Categories: Laura to move

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Dear Sirs,

Please find attached our comments in relation to the Main Modifications Consultation relating to Land to the Rear of Firlands in Scaynes Hill SA31.

KIndly confirm safe receipt.

KInd regards
Clive and Suphanee Aston



6th January 2022

Dear Sir

Ref: SA31 : DPD Examination

We refer to Matters Arising AP7-3.3 and MSDC Site Allocations DPD Main Modifications Consultation dated 29th November 2021 and Denton Homes Statement On the Matter dated September 2021.

The Inspectors Note AP7 Matters 3.1: SA31 Firlands Scaynes Hill, called for the District or County Council to present the appropriateness and feasibility of securing a footpath on the west side of Church Road, Scaynes Hill, with a particular request that any suggestions did not use common land. This request seems to have been ignored by all parties in subsequent submissions and responses.

Regarding the potential use of the current bridle/footpath, part of which was recently laid with hard core, we would draw attention to the [Highways Act 1980, Schedule 12A](#) which states that foot/bridle paths edged field to field should be a minimum width of 1.5m. Currently it is laid to 1.2m which has already been reduced by the overgrowth reducing it mostly to a width of below 1m. If this form of footpath is extended with a spur to Downs View Close, it would not only be non-compliant and unfit for use but, as repeatedly pointed out, offer severe safety issues at the point of crossing.

It is understood that when permission was granted for the existing bridle/footpath improvement, it should include a spur to the Scaynes Hill Social Club/Kiddicapers Nursery and specified that a safety barrier was erected at the highway edge ensuring safe and considered crossing to the Club and Nursery. The barrier was never installed but the request in itself acknowledges the danger of crossing Church Road.

We have noted that some Highways Consultants have mapped out where accidents have occurred in the Scaynes Hill area, showing none to date along Church Road. They appear therefore to take the stance that as no accidents have occurred to date that none will do in the future.

The residents have constantly pointed out that although the stretch of road is supposed to have a speed limit of 30 mph, in actuality this is not adhered to and it is not uncommon to see large lorries, agricultural vehicles, and private vehicles travelling at closer to or exceeding 40 mph.

The possible alternative of a footpath running along the verge of Church Road from Downs View Close to Vicarage Lane, does not appear to take into consideration Government guidelines ([DfT Manual for Streets 2007](#)) suggesting that a minimum unobstructed width for pedestrians should be 2m, and up to 3m where possible, a view supported by a number of independent charities such as “Inclusive Mobility”, in their report of 2002, when they advise a width of a minimum 2m to facilitate a wheelchair and passing pedestrians safely and comfortably. This is equally appropriate to pedestrians with prams and walkers. Taking a measurement from 3 of the trees located on the roadside, there is at each point less than or just 2m to the very edge of a proposed pathway which would leave all at great and unsafe risk when passing each other, having to step into the road.

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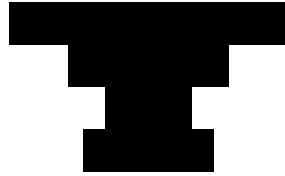
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3. No comment is made with regards to actual safety with the consulted highway specialists still relying on the stretch of road outside Downs View Close being controlled by a 30 mph speed limit when residents have consistently pointed out this speed limit in the main is not adhered to.
4. In spite of The Inspector’s request to not use common land for the footpath, both considerations ignore this request. He also requests that proposals put forward acknowledging the absolute requirement for safety of any proposed crossing point. The proposals do not address such concerns in any way.

Yours faithfully

Clive and Suphannee Aston

[REDACTED]
[REDACTED]
[REDACTED]



6th January 2022

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4. In spite of The Inspector’s request to not use common land for the footpath, both considerations ignore this request. He also requests that proposals put forward acknowledging the absolute requirement for safety of any proposed crossing point. The proposals do not address such concerns in any way.

Yours faithfully

Clive and Suphannee Aston



1042

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 10420
Response Ref: 1042/1/MM18
Respondent: Sophie Shepherd
Organisation:
On Behalf Of:

[REDACTED]

From: Sophie Shepherd [REDACTED]
Sent: 23 January 2022 18:05
To: Policy Consultation
Subject: Ref: SA31 DPD examination

You don't often get email from sophie_shepherd@live.co.uk. [Learn why this is important](#)

Dear Sir (s),

With regards to Matter Arising AP7-3.3 Site allocations.

The proposal to create a footpath on the common land is unacceptable. The common land has been designated a site of nature conservation importance by West Sussex County Council for its wildlife value. Therefore the suggestion of a hardcore footpath would be detrimental to the area and the unique flora of this habitat. If you wish to learn more about the common land, there is a sign explaining all the special wildlife in the conservation area; it is located near the car park.

In addition, it has already been drawn to your attention that vehicles on Church Road and Nash Lane (from Virginia Cottage onwards) drive well in excess of 30 miles per hour speed limit. Having a crossing from a commons footpath from the suggested location would cause safety issues on the road.

There is a mixture of traffic which use the road. Large lorries regularly speed down the road to JLR and Brian Gow roofing as well as the water treatment works. There are frequent traffic blockages when 2 large vehicles are unable to pass each other. The width of the road is too narrow to accommodate an adequate footpath. Other vehicles also go in excess of the 30 miles per hour speed limit. It is an accident waiting to happen.

Regards
Sophie Shepherd
[REDACTED]

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1682

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 16820
Response Ref: 1682/1/MM18
Respondent: Peter Bain
Organisation:
On Behalf Of:

[REDACTED]

From: Peter [REDACTED]
Sent: 22 December 2021 15:17
To: Policy Consultation
Subject: MSDC Site Allocations DPD: Main Modifications Consultation: SA31
Attachments: Note to Inspector (1).pdf; Note to Inspector (2).pdf
Categories: SITES DPD MM

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Re: Policy SA31, page 50 Modify Policy SA31

21st December 2021

Dear Sir

Ref: SA31 : DPD Examination

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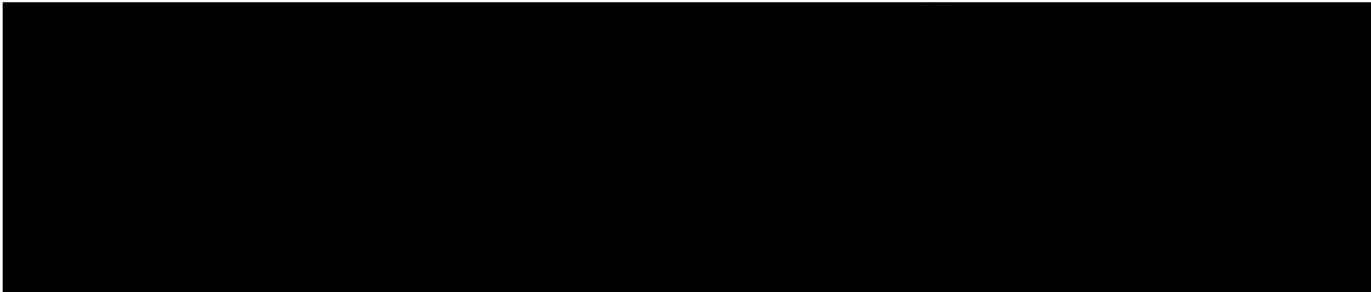
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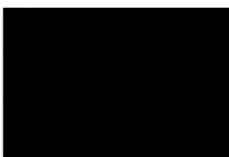
comfortably. Equally appropriate to pedestrians with prams and walkers. Taking a measurement from 3 of the trees located on the roadside, there is at each point less than or just 2m to the very edge of a proposed pathway which would leave all at great and unsafe risk when passing each other having to step into the road. Finally, the termination of the pathway at Vicarage Lane would leave pedestrians having to step into either Church Road or at a minimum cross Vicarage Lane.

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Lynn & Andy Hainge



Dianne & Peter Bain



2534

Site Allocations DPD: Main Modifications Response

Main Modification: MM18

ID: 25340
Response Ref: 2534/1/MM18
Respondent: Louise Hatley
Organisation:
On Behalf Of:

[REDACTED]

From: Louise Hatley [REDACTED]
Sent: 23 January 2022 22:42
To: Policy Consultation
Subject: SA31:DPD Examination
Attachments: Ref-SA31-DPD Examination.docx

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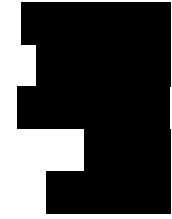
Dear Sir,

Please find attached our comments in regards to Ref: SA31:DPD Examination, referring to Matters Arising AP7-3.3 and MSDC Site Allocations DPD Main Modifications Consultation dated 29th November 2021 and Denton Homes Statement On the Matter dated September 2021.

I trust that you will give this matter due consideration.

With regards,
Louise Hatley

Louise Hatley
[REDACTED]



23rd January 2022

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Yours faithfully,

Louise Hatley & Dan Rumsey-Williams

