



**MID SUSSEX**  
**DISTRICT COUNCIL**

**Agenda Update Sheet**

**District Planning Committee**

**Date 15<sup>th</sup> June 2017**

## **Agenda Section 5: Applications**

### **Part III**

#### **08/01644/OUT Land at and adjacent to Former Sewage Works, Fairbridge Way, Burgess Hill**

Members are requested to note that the existing S106 Legal Agreement is dated the 24<sup>th</sup> June 2014, not 2015 as noted throughout the report.

**Pg 10** – Last but one paragraph should start with ‘FDL is therefore seeking..’

**Pg 11** – Recommendation A should as follows;

‘It is recommended that delegated authority be given to the Head of Regulatory Services to complete the proposed Deed of Variation on the basis of the terms set out above.’

**Pg 11** – Recommendation B should read as follows;

‘It is recommended that delegated authority be given to the Assistant Chief Executive to agree the proposed alternative affordable housing tenure mix as set out above.’

### **Part I**

#### **DM/16/5617 Croudace development site phase 3, Cants Lane, Burgess Hill**

**Pg 13** – Executive Summary; delete ‘46’ from the second line.

**Pg 14** – Summary of Consultations;

WSCC Highways comments have been received (circulated to committee members) and they state;

*‘West Sussex County Council (WSCC), in its capacity as the Local Highway Authority (LHA), has been consulted on the reserved matters application pertaining to consent 09/03697/OUT.*

*During correspondence with the Applicant in January 2017 additional information was requested, consisting of:*

- *Plan detailing the extent of any areas to be offered for adoption*
- *Design Audit setting out the geometry and design standards used in areas to be offered as public highway*
- *Further detail on landscaping features and tree pits to be offered for adoption, particularly where planting is to occur in/near hard surfaces*

*Additional information has not been submitted alongside the application. Therefore, the County Council is unable to determine whether the internal layout is suitable for adoption and can provide no guarantee that the internal layout would be adopted through a Section 38 submission. Comments made in respect of the layout in the following report are for advice purposes only.*

*It is noted that two additional accesses are proposed onto Cants Lane, to serve parking courts adjacent to plots 417 and 407. However, it is the understanding that the LHA that*

*consent is only sought for matters of layout, landscaping, layout and scale. Matters of access have been resolved as part of the outline consent. The Local Planning Authority should determine whether it is appropriate for access matters, and additional points of access, to be considered as part of the reserved matters application. The LHA have provided commentary on the technical aspects of the accesses.*

#### *Access*

*Two accesses are proposed onto Cants Lane, provided access to two parking courts of 12 spaces each. Whilst not assessed as part of the outline consent, the level of traffic associated with the accesses will not have a material impact upon the operation of the network.*

*The width of the access is 4.8m, with a bell mouth access onto Cants Lane. Whilst 4.8m is sufficient to enable two vehicles to pass one another along a straight section of road, the width of the access may restrict a vehicle passing another (particularly longer vehicles such as an estate car) at the mouth of the access. No tracking has been submitted to demonstrate this manoeuvre can be undertaken. However, given the straight alignment of Cants Lane at this location and the clear forward visibility to any vehicles slowing down to make the turn, it is unlikely to result in a safety concern. It may cause some inconvenience for other users who will not be able to continue their journey until such a time the access has cleared.*

*The accesses will need to be constructed as bell mouth junctions, and tactile paving and dropped kerbs will need to be included on both sides of the access as part of the detailed design of the accesses.*

*Visibility splays of 2.4m x 43m should be provided for onto Cants Lane, and should be kept clear of obstructions above a height of 600mm.*

#### *Internal Layout*

- No tracking has been provided to demonstrate that a large vehicle, such as a refuse freighter, is able to manoeuvre through the site. In particular, the junction adjacent to plot 457 where the junction is formed with a narrow major arm, and adjacent to plot 308 where planters/tree line is proposed opposite the minor arm.*
- There appear to be a number of obstructions entering the footway at locations across the site. This includes plots 306, 307 and Block A where intrusions are most pronounced.*
- The footway adjacent to plot 367 should be taken to the kerb (currently shown as verge) to enable pedestrian continuity.*
- Tactile paving and dropped kerbs should be provided for at all junctions as the design progresses*
- The footway adjacent to plot 296 ends abruptly. Suitable provision should be made to enable pedestrians to cross to the footway on the opposite side of the carriageway*
- Visibility splays of 2.4m x 25m should be provided for at internal junctions, and 2.4m x 43m at junctions with the 'main' carriageways through the site (i.e. those in excess of 5.5m in width). These should be kept clear of obstructions above a height of 600mm, and any vegetation within the splay should be of a thin trunk and high canopy species.*

- *The parking courts adjacent to plots 407 and 417 include visitor spaces, and therefore do not guarantee that those entering the court will have access to a space. There is limited room for turning in the event that all spaces are occupied, but minor reconfiguration of the arrangement (reduction in width the verge/surface to the north of the space, widening of the landscape strips in the centre of the court with suitable treatment) would provide a location for vehicles to undertake a multi-point turn.*
- *Parking provision is in accordance with anticipated demand derived through the WSCC Parking Demand Calculator.*
- *Build out opposite the junction adjacent to plot 308 does present a risk of strike, given that drivers may be distracted by the presence of vehicles emerging from the junction, or pedestrians discharging from segregated footway to shared use.'*

**Pg 23** – Affordable housing mix correction; 20 x 2 bed houses