



Agenda Update Sheet

**District Planning Committee
22nd June 2023**

Agenda Item 5:

APPLICATION DM/23/0007 – Highfields, West Hill, East Grinstead

Appendix A – Conditions

Amend condition 22 to read as follows:

'No part of the development shall be first occupied until such time as the new vehicular access serving the development from West Hill, including the agreed bank works to achieve the required visibility splays, has been constructed in accordance with the approved plans (drwgs C21147-ATP-DR-TP-001 and 2205-P-109 Rev B). In addition, no part of the development shall be occupied unless and until details of signage advising of pedestrian access only to the Care Home and a physical feature on the existing access road to restrict vehicular access to the development (but not to the existing neighbouring flats) is submitted to and approved in writing to the Local Planning Authority. The approved signage and physical feature on the existing access road shall be implemented prior to the occupation of any part of the development.

Reason: In the interests of road safety and to ensure there is no intensification of the existing substandard access and to accord with Policy DP21 of the Mid Sussex District Plan and the provisions of the NPPF.'

Amend condition 25 to read as follows:

'The development hereby permitted shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a verification plan by a competent person showing that the remediation scheme required and approved under condition 6 of this permission has been implemented fully and in accordance with the approved details (unless varied with the written agreement of the LPA in advance of implementation). Any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be identified within the report, and thereafter maintained

Reason: To ensure that the risks from land contamination to the future users of the land are minimised, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with Policy DP1 of the Mid Sussex District Plan 2014 - 2031.'

Plans Referred to in Consideration of this Application

The following plans and documents were considered when making the above decision:

| Plan Type | Reference | Version | Submitted |
|---|------------------------|---------|------------|
| LOC - Location Plan | 2205-P-001 | A | 03.01.2023 |
| EXFLEV - Existing Floor and Elevations Plan | 2205-P-110 | A | 03.01.2023 |
| HIGH - Highways Plans | C21147-ATP-DR-TP-001 | | 03.01.2023 |
| HIGH - Highways Plans | C21147-ATP-DR-TP-003 | | 13.02.2023 |
| LEVEL – Levels | 2205-P-109 | B | 15.03.2023 |
| TREE - Tree Survey | D2874.V1.1-A1-TCPWR | 1.1 | 03.01.2023 |
| TREE - Tree Survey | D2874.V1.1-A1-TPP(AIA) | 1.1 | 03.01.2023 |

Appendix B – Consultations

Highways Authority - comments from 14th March 2023

Section 1 – Report Introduction/ Background

1.1 The LHA has been re-consulted by the LPA to provide comments on the further submitted highways information as requested previously in our response dated 31st January 2023. The following points required more information to be submitted for review.

- The LHA request that the development team supply a plan showing intervisibility for vehicles sat at both junctions waiting to enter West Hill for review.
- The WSCC Structures team would require some basic information with regards to 1) a plan showing the extent of the proposed adoption of the access, access road and the retaining walls, 2) a plan clearly detailing the retaining walls and their likely construction material/method.
- The LHA will review these in full once a GG119 complaint RSA Response Report has been provided (in word format)

Section 2 – Further submitted information

2.1 A detailed plan (C21147-ATP-DR-TP-003) has been provided to address the concerns raised locally about intervisibility between the proposed access and the existing West Lane access.

The LHA has reviewed this information and would raise no concern. The proposed access/works will not alter the available visibility to the vehicles that use West Lane, and this junction is a suitable distance away from the proposed access, outside of the visibility splay required for the posted speed limit. Vehicles leaving the proposed access will have clear adequate visibility of a vehicle waiting to exit or enter West Lane.

2.2 Information has been received and reviewed by the WSCC Structures team due to retaining walls being proposed near the highway. No overriding concerns are raised to the proposals in terms of highway safety.

2.3 Please see the Road Safety Audit Response Report (RSARR) for the LHA's response to the safety audit problems that were raised. Problem 4.1 remains unresolved, and the LHA are in discussion with the Development Team to try to resolve this matter. The LHA are unable to sign off the RSARR until problem 4.1 has been adequately addressed and further comments have been received from the independent Safety Audit team on this point.

Section 3 – Summary

3.1 Subject to problem 4.1 of the RSA being resolved and the formal sign off, of the RSARR document the LHA have no further comments to make on the application in terms of highway safety or capacity matters.

Once the RSARR is complete the LHA will advise the LPA on any relevant conditions

to be applied to any grant of planning consent in relation to highway matters.

Highways Authority – original comments

Section 1 – Report Introduction/ Background

1.2 The LHA has been consulted by the LPA to provide comments on the above application. The LHA has previously provided comments on this site under our Highways Pre-Application Service in March 2022. This included a visit to the site and surrounding area by the LHA to assess the access proposals.

1.3 As a consultee to MSDC the LHA can only provide comments on highway safety and capacity matters. The LHA do note the concerns raised with regards to landscaping/tree loss and the impact of the proposed access route on these, as well as ‘visual’ aspects of such an access; however, the LHA are unable to provide a technical response on such matters under our Highway consultee role. The LHA also note concerns raised about speeding, any existing speeding issues should be taken up with the local member and parish council who can then refer to the County Local Committees to progress any potential traffic calming or speed reduction measures/infrastructure that may be desired locally.

1.4 The LHA at pre application stage made it clear that the substandard access that currently serves the site should not be used for access to/from this development for vehicular access, or that any intensification of this access for vehicles should take place. This is due to the site accesses geometry, narrowness, and the inadequate visibility splays. There are also significant restrictions on the current access being upgraded to be able to serve such a development and address its problems.

1.5 Several new access options as detailed in the Transport Statement (TS) were discussed. We note from the latest TS that access from any other route than West Hill has now been ruled out.

Section 2 – Proposed Access

2.1 Access to the site is proposed from West Hill, drawing no: C21147-ATP-DR-TP-001 details a standard priority junction with 6m radi and an adequate access road width to accommodate two-way traffic.

2.2 Visibility splays have been provided in line with the posted speed limit of the road, from our site visit it is noted that this will require some regrading of the banks. Concerns have been raised and brought to the LHA’s attention with regards to intervisibility between the proposed priority junction and the junction of West Lane. In respect of this the LHA request that the development team supply a plan showing intervisibility for vehicles sat at both junctions waiting to enter West Hill for review.

2.3 To implement the access it will require punching through the existing bank and the use of retaining walls. It is now apparent that these walls will abut/be close or be in the adopted highway. Due to this the WSCC Structures team would require some basic information with regards to 1) a plan showing the extent of the proposed adoption of the access, access road and the retaining walls, 2) a plan clearly detailing the retaining walls and their likely construction material/method. The LHA are not requesting s278 technical detail at this stage, just some initial detail to ensure such a structure is going to be adequate and acceptable to the LHA as it will be partially on highway land.

2.4 A 1:20 gradient for the first 10m from the carriageway edge (West Hill) has been shown for the access road and a maximum of 7% crossfall / superelevation across the stop line of the junction. These are in line with DMRB standards, but they will also form part of a s278 technical approval should planning permission be granted. A s278 agreement will also deal with matters such as drainage and surface water run off matters and any mitigation that will be required for the access.

2.5 A Stage 1 Road Safety Audit has been provided which raises a number of problems. The LHA will review these in full once a GG119 complaint RSA Response Report has been provided (in word format) that the LHA can add our comments to for the formal sign off process, if all parties are in agreement to resolve these matters.

Section 3 – Trip Generation & Highway impact

3.1 Trip data has been provided in the TS that demonstrates that the AM and PM peak hour trips will not exceed 30 or more movements in any one hour through the proposed junction, this means that no further assessment is required in terms of junction or highway capacity. The site is not expected to generate unacceptable levels of traffic in the peak hours or at any hour during a 24-hour period. It is estimated that there will be around 11 two-way movements through the junction in the AM peak hour and 10 in the PM peak hour. This level of trips would not give rise to a severe impact on the operation of the highway or an unacceptable impact on road safety and are therefore in accordance with transport policies in the NPPF.

Section 4 – Internal site matters, parking & access to the site other than by vehicle

4.1 Parking for the site has been calculated using specific survey data from similar sites from the TRCIS database, as agreed at pre application stage. These surveys indicate that 0.39 spaces per care home resident are required, this equates to 33 spaces, 35 are being provided. Parking accumulation analysis has also been carried out using TRICS data and shows that the proposed level of parking would be adequate to serve staff, those residents who have a car and visitors. There is also a delivery bay/ turning head to allow for deliveries to take place off of the highway and for onsite turning of a large refuse type vehicle to take place.

4.2 In terms of refuse collection it has been demonstrated that a vehicle can access the site via the new proposed access. In terms of agreeing a servicing agreement for refuse collection the applicant will need to speak with the waste collection services department at MSDC or arrange a private collection agreement with a private company.

4.3 The LHA note the comments made in the TS about the existing access remaining as access for vehicles to the existing two flats, for pedestrian/cycle access and emergency access only. This will need to be well signed and if possible conditioned so no intensification of the existing access by vehicles can take place due to it being substandard.

Section 5 – Sustainable Connectivity and Travel

5.1 Section 3 of the TS covers sustainable connectivity and transport options, while section 6 covers the Travel Plan Statement details. The LHA would raise no concerns to the detail covered under these sections. A Travel Plan Statement (TPS) will be required for the site; this will need to be secured via a s106 agreement and a monitoring fee of £1,500 will also need to be secured under the agreement.

Section 6 – Summary

6.1 The LHA would require the additional information as requested above to be submitted for review before we are able to provide further comments.