

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stephen Ashdown
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	11 June 2025
LOCATION:	Land East Of Ansty Way Cuckfield Bypass Cuckfield West Sussex
SUBJECT:	DM/23/2867 Change of use of farmland and woodland to parkland reserve to include public access and instigation of long-term management and rewilding regime, including establishment of pedestrian and cycle tracks, with new pedestrian and cycle access points off Cuckfield Road to the south and Staplefield Road to the north. Proposals to include the addition of two wooden viewing platforms and two hides. Sports pitches at Beech Farm Field to remain in sports use.
DATE OF SITE VISIT:	Several visits
RECOMMENDATION:	No Objection / More Information

This is the 2nd formal response from WSCC. From the first response further information was requested upon:

- Trip Generation

The proposals have not provided any trip generation information, however, as stated due to the lack of additional facilities (e.g café/visitor centre) it is not expected that the proposals would create a significant attraction that impacts off site junctions. No vehicular parking or access is to be provided for park users with the nearest publicly available parking available at Whitemans Green Recreation Ground

- Parking Capacity

Whilst the applicants report and application form details the site has 40 parking spaces, it is understood that the capacity is for 100 vehicles as per planning permission ref 09/01417/FUL. The parking is not available for public use and would remain for the use of the rugby club and football club.

- Cycle Linkages

The northern access has been revised to provide a 3m shared use connection onto Staplefield Road. Cycle slips are provided allowing onroad cyclist to access the facility. The proposals have been subject to a stage 1 Road Safety Audit and all issues resolved.

It is acknowledged that cyclists would be returned to a road with a 50mph speed limit (for a section of 200m before the start of the 30mph limit) and this may exclude most potential users as per LTN 1/20 guidance.

- Use of barriers to all types of cyclists.

Bollards rather than barriers are now proposed at the northern and southern extents of the scheme and would provide suitable access for all types of bikes and mobility scooters.

Linkage to the south

If considered as a stand alone application the following also applies. Whilst it is understood that the application would not be implemented unless the residential element was also approved, each planning application should be assessed on its own merits. As such if considered on its own the proposals do not provide pedestrian or cycle connectivity at Southern Ped / Cycle access. This could be resolved by the removal of the southern link of the route.

Conclusion

No objection is raised should the application be considered in parallel with DM/23/2866.

Should the application be considered in isolation then further information/admendments on the southern connectivity is required.

Conditions

Access (Access to be provided in accordance with agreed timetable)

No part of the development shall be first occupied until such time as a timetable covering the construction of the non-vehicular accesses serving the development has been submitted to and approved in writing by the Local Planning Authority. The accesses shall thereafter be constructed in accordance with the approved timetable and details shown on the drawings titled BEECHY BOTTOM PARKLAND RESERVE CYCLE ACCESS PLAN and numbered 2207280-015 Rev E and A272 PROPOSED TOUCAN CROSSING and numbered 2207280-010 Rev C.

Reason: In the interests of road safety.

CONSTRUCTION

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning

Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Stephen Gee

West Sussex County Council – Planning Services