

Transport - Technical Note

STETTON WORKS, TURNERS HILL ROAD, CRAWLEY DOWN

OCTOBER 2024



Reeves Transport Planning

PRODUCED for J W Stratton Limited

PRODUCED by REEVES TRANSPORT PLANNING LTD

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1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Technical Note in support of a planning application on land known as Stetton Works, Turners Hill Road, Crawley Down. The proposal seeks planning permission for a residential development consisting of five dwellings served via an existing junction with Turners Hill Road, which will be upgraded.
- 1.2 The site has been the subject of two recent planning applications. Both applications (DM/22/0867 – 5 dwellings and DM/22/2589 - 4 dwellings) were refused by the Local Planning Authority. Both schemes were subject of an Appeal under references APP / D3830 / W / 22 / 3303070 and 3310322. Both Appeals were allowed.
- 1.3 Our client has now amended the layout of the five dwelling scheme to incorporate space for a turning head, suitable for delivery vehicles and a fire appliance.
- 1.4 This Technical Note sets out the case that the principle of the development has not materially changed from that of the allowed schemes.

2. POLICY CONTEXT

- 2.1 This section of the Transport Report sets out relevant policy and guidelines, at a national and local level, that this proposal will be judged against.
- 2.2 This section of the Transport Report sets out relevant policy and guidelines, at a national and local level, that this proposal will be judged against.
- 2.3 The **National Planning Policy Framework**, most recently updated in December 2023, has set out the Government's planning policy and is now a material consideration in planning decisions. Its emphasis is on minimising the need to travel, reducing car use, and encouraging the use of sustainable transport; while acknowledging these objectives may differ between rural and urban locations.
- 2.4 At the heart of the NPPF is a presumption in favour of sustainable development, and decision makers, at all levels, are encouraged to seek approval where possible.

Paragraph 115 emphasises this and states that *‘development should only be prevented or refused on highway grounds if there would be an **unacceptable** impact on highway safety, or the residual cumulative impacts on the road network would be **severe**’*.

- 2.5 The **Mid Sussex District Plan 2014-2031**, adopted March 2018, explains the vision for Mid Sussex and includes a delivery strategy for how it will be achieved. It supports the NPPF’s *‘presumption in favour of sustainable development’* and reflects its requirements to set out a clear economic vision and strategy, identifying strategic sites and criteria for supporting inward investment and existing businesses.

- 2.6 Policy DP21: Transport informs that:

6) To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks; and

15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

- 2.7 This Transport Technical Note will demonstrate that the transport implications of the proposal meet the requirements of both local and national guidelines, and that it does not have any adverse impact on highway safety or capacity.

3. PREVAILING CONDITIONS & PROPOSAL

- 3.1 The consultation response to both planning applications from West Sussex County Council, acting in their capacity as the Local Highway Authority (LHA), confirm that they had no objections to either proposal.

- 3.2 They note that the previous use *‘as a MOT / Tyre Centre / Garage is estimated to have generated higher level of vehicular trips compared to the proposed residential use’*. The response also notes that the details of the access and junction

arrangements are ‘*in accordance with Manual for Streets standards*’ and that there is no record of a material safety hazard on this part of the local road network.

3.3 The access arrangements in terms of the junction with Turners Hill Road are unchanged from those that were supported by the LHA. The collision records have been reviewed and are attached at Appendix 1. These confirm that there is no change to the prevailing conditions since the LHA consultation response.

3.4 A refuse collection storage area is retained within 25 metres of the access, which allows for kerb side waste collection. There is a separate gate and path connecting the bin storage area with Turners Hill Road.

3.5 The tracking details attached at Appendix 2 show that the turning head allows a fire appliance to manoeuvre within the site. The tracking details show that the body (green line) of the fire appliance slightly passes over the garden areas of plots 3, 4 and 5. While the wheel tracking (orange line) remains fully within the metalled surface of the road.

3.6 This is considered as an appropriate design that limits the road space for vehicles that will visit the site infrequently, while maintaining sufficient space for day-to-day activities.

4. SUMMARY AND CONCLUSIONS

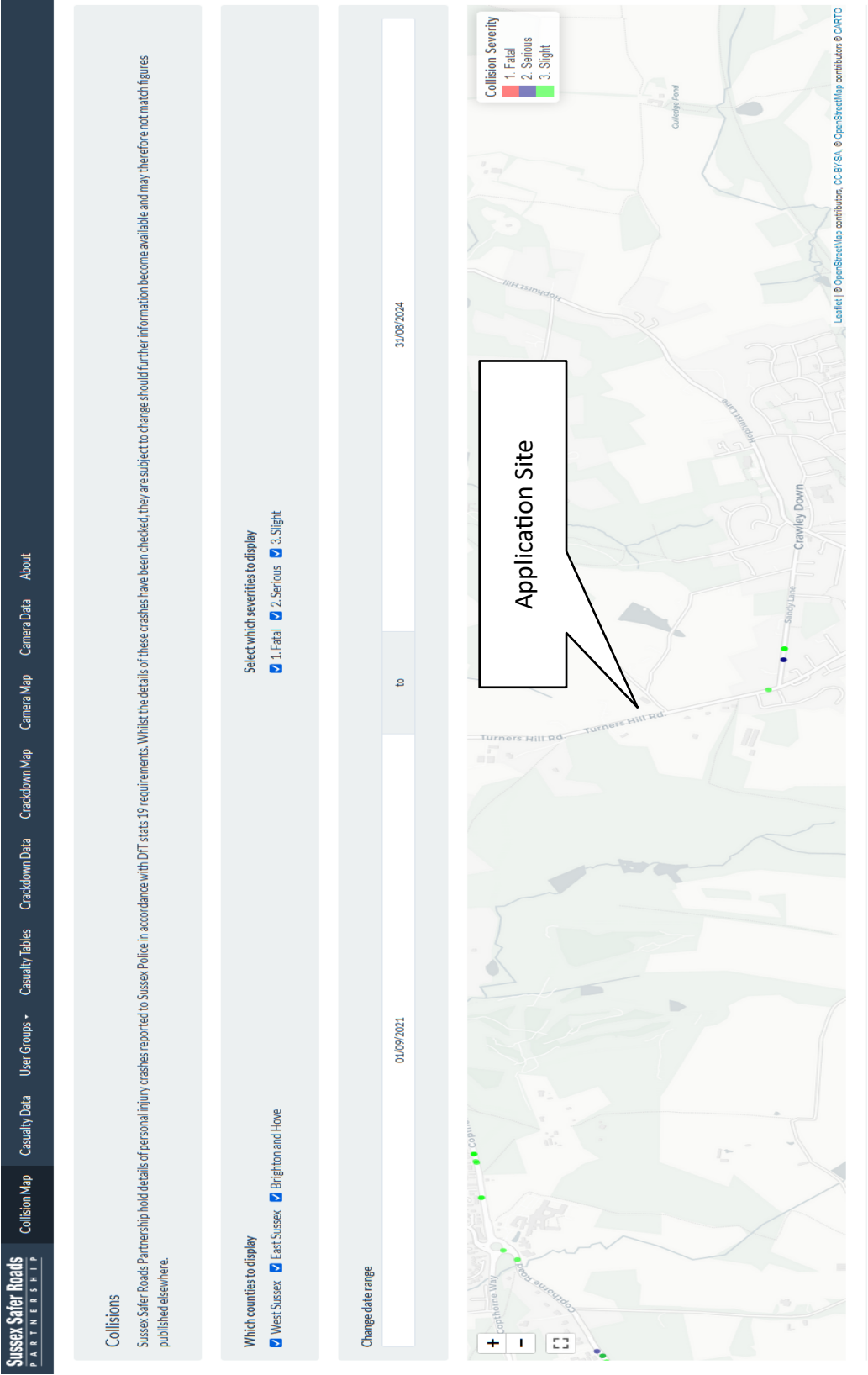
4.1 Reeves Transport Planning is appointed to provide a Transport – Technical Note that provides a review of changes to a scheme that was allowed at Appeal for five new dwellings. The site known as Stetton Works, Turners Hill Road, Crawley Down retains the same access and junction configuration as that of the allowed scheme.

4.2 The LHA did not raise an objection about the access and junction configuration at the original planning application stage. The collision analysis published by Sussex Safer Roads Partnership confirms that there are no changes to the conditions since the time of the previous LHA response.

- 4.3 Refuse collection facilities are retained in the same location. The layout of the proposal has been slightly amended to incorporate a turning area that is suitable for a fire appliance without creating a space dominated by hard surfaces.
- 4.4 The original planning applications included a reason for the refusal that related to the relative remoteness of the site from shops and amenities, which it was noted, would make the site overly reliant on the private car. The Planning Inspectorate did not agree with this concern. Under the section titled Suitable Location the Appeal Decision notes that *‘there is a footway on the appeal site side of the B2028 that leads directly to Turners Hill and Crawley Down where some day-to-day shops and services can be found’* and that *‘the number of journeys generated by four or five additional dwellings, in addition to journeys generated by the existing properties along this part of Turners Hill Road, would be relatively modest’*. The Appeal Decision noted that the Inspector concluded that sites location was acceptable and complied with the relevant policies.
- 4.5 On this basis, taking all relevant information into consideration it is considered that the proposed development will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety and should not be refused on transport grounds.

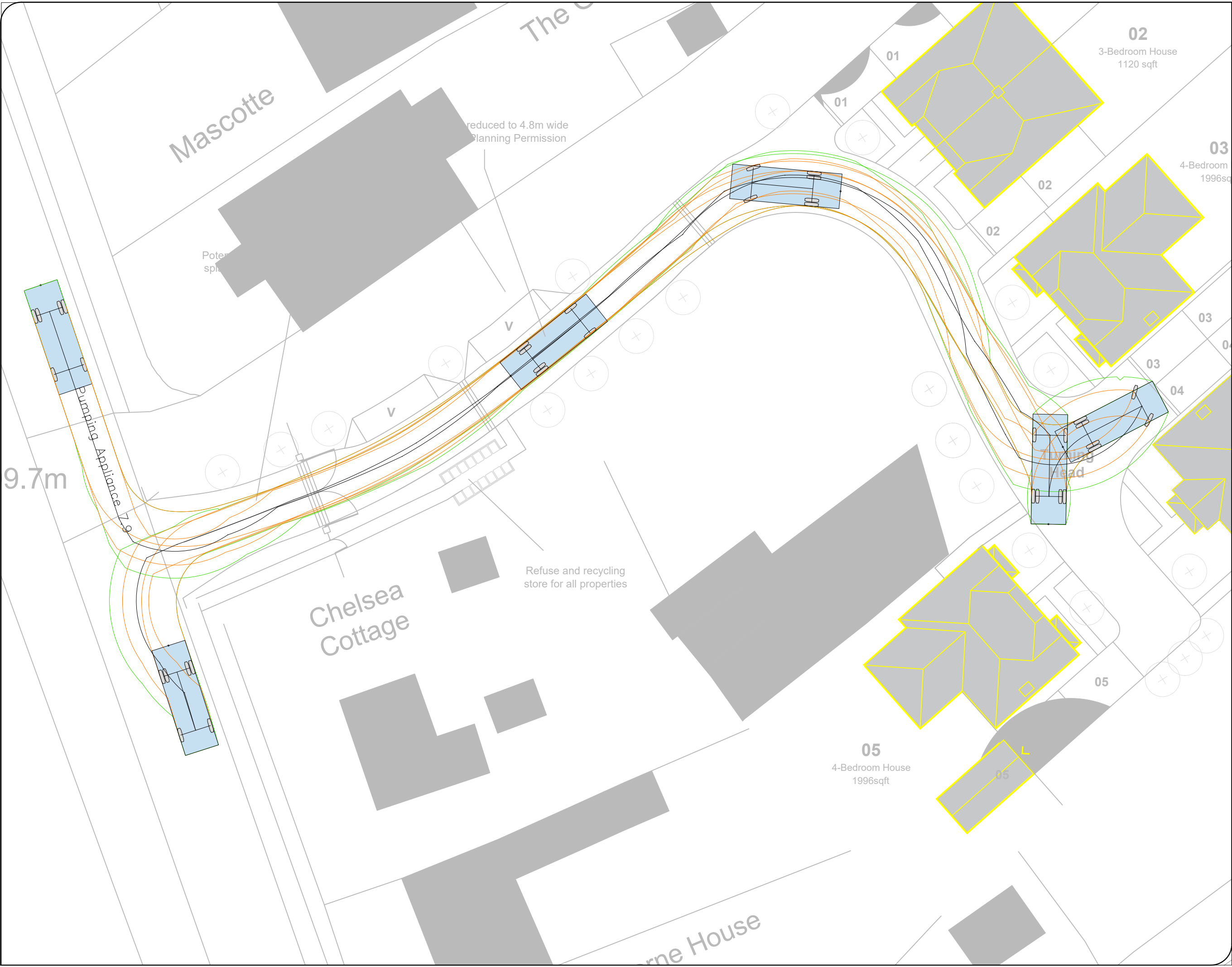
APPENDIX 1.

SUSSEX SAFER ROADS PARTNERSHIP COLLISION RECORDS

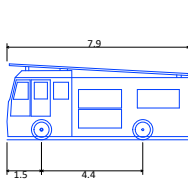


APPENDIX 2.

FIRE APPLIANCE TRACKING PLAN



VEHICLE DETAILS:



Green line shows body
Orange line shows axle/wheels

PUMPING APPLIANCE

Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.750m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Rev	Date	Details Of Issue

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Project
Turner Hill Road

Fire Appliance SPA

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