

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 29 December 2024 16:12:32 UTC+00:00
To: "planninginfo" <planninginfo@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/24/2957

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 29/12/2024 4:12 PM.

Application Summary

Address:	The Prince Albert Copthorne Bank Copthorne Crawley West Sussex RH10 3QX
Proposal:	Sever existing land to retain existing public house use and area of pub garden and erect a convenience store and 4 no. apartments with associated works, including alterations to the existing vehicular access and car park.
Case Officer:	Andrew Watt

[Click for further information](#)

Customer Details

Address: 34 Calluna Drive Copthorne Crawley

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	MSDC Planning Application: - The last Worth Parish Council meeting was held 09 December 2024 and their next meeting is to be held 06 January 2025. - The MSDC Validation being dated 10 December 2024, and Consultation being dated 01 January 2025, the MSDC Consultation will be progressed without any Worth Parish Council planning comments allowed to be provided.

- I question if it is possible the application being progressed without any planning comments made by WPC prior to the MSDC Consultation date, may be in breach of any MSDC planning application procedures.
- A planning site notice is a legal requirement to inform the public of planning applications and must be displayed on or near the land in question and must be clearly visible to the public without the need to enter the site, however, it is reported within a resident representation letter, a planning application site notice has NOT been displayed.
- I am not aware of any Statement of Community Involvement being carried out to demonstrate that the views of the local Copthorne community have been sought and taken into account in the formulation of the development proposal.

Parking Areas:

- There is no provision of electric vehicle charging points in any of the car parks.
 - There is no provision for motorcycle parking in any of the car parks.
 - There is no provision of visitor parking in the apartment car park.
 - There is no provision for apartment residents to park additionally owned vehicles.
 - The apartments entrance and parking area are considered not suitable for emergency service, public utility, retail courier, or Royal Mail size vehicles.
 - The apartment parking area has insufficient space to allow vehicles manoeuvre 180° in order to be forward driven out the apartments exit, thus resulting in their being dangerously reversed across the Brookhill Road pedestrian way and on to the road way.
 - Access between the apartment parking bays local to the apartment storage area potentially containing 4 recycling and 4 landfill bins, 2 ground floor resident garden waste bins, and a number of resident bicycles is restricted and a totally inadequate size.
 - There is no designated retail area waste container storage area.
 - There are insufficient parking facilities for the Prince Albert residents, staff and customers.
 - The Prince Albert disabled person parking bays do not allow a disabled driver and / or passenger to disembark their car from either side of their car.
 - The retail area bicycle stand adjacent to the disabled person parking bay does not allow a disabled driver and / or passenger to disembark from either side of their car.
 - Brookhill Road, Shipley Bridge Lane and Copthorne Bank are all roads heavily used for bus travel, heavy goods commercial vehicles, and car users travelling to and from Crawley, Horley, Burstow, Smallfield, Crawley Down and East Grinstead with many 'peak-time' traffic queues occurring.
 - Copthorne Bank is also used by village population for access to the adjacent estate agent office and post office / retail outlet premises, a nearby pizza dining outlet and cafeteria, the Delmar
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Morgan Centre, Bloomsbury Kitchen showroom , a further retail outlet, hairdressers, access to Copthorne Junior school, council children's play area, Copthorne Village Hall, Copthorne Social Club, Copthorne doctor's surgery and pharmacy, also access to the Copthorne Parish Hub and St John the Evangelist Church locations.

- The `ADL Transport Statement' document dated 20 December 2024 containing the `Delivery Tracking Vehicle' drawings clearly demonstrate that in order to gain entry and egress from the delivery bay, delivery lorries require both sides of the Copthorne Bank roadway to be used.
- Most concerning is that delivery vehicles traveling west on Copthorne bank must pass the retail area entrance, stop, and then reverse into the parking area and over the able bodied and disabled pedestrian way prior to parking in the delivery bay.
- Not only must the above procedure be required for delivery lorry entry, it must also be repeated in reverse in order for the vehicles to leave the site.
- During 7:00 AM and 9:00 PM delivery periods, the amount noise generated by delivery lorry diesel engines, air operated brakes, reverse warning sounds, hydraulic lift operations and trolley goods movements can be the cause of both sleep deprivation and mental stress to all nearby residents.
- Any delay in delivery vehicles entering or leaving the Retail Area will result in further traffic delays to what is already a problem at the Brookhill Road, Shipley Bridge Lane and Copthorne Bank junction and result in increased noise and air pollution for neighbouring junction residents.
- The above delivery vehicle dangers are further exacerbated because egress from the retail area parking area vision will be restricted by west-bound Copthorne Bank buses stopping at the site adjacent bus stop, which when clear to do so, vehicles do overtake on the east-bound side of the road.
- Egress vision from the retail area car park can also be severely restricted by vehicles parked in the existing site adjacent layby.
- The shared Prince Albert and retail area delivery bay is not suitable for `same time' deliveries.

Apartments Area:

- The apartments are designed to accommodate ten residents, the first and second floors only being accessed via a single width staircase that is considered unsuitable for the movement of large items, furniture, etc.
- There is no separate emergency fire escape for first or second floor resident, or fire fighter usage.
- There being an existing telephone pole and wiring within the proposed apartment area, there does not seem to be mention of any telecommunication works that may impact on present residential property connections.

Pedestrian Ways:

- The Department for Transport guidance recommends that in
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order to allow two wheelchair users to pass each other safely, pedestrian ways should normally be a minimum width of two metre.

- The relocation of the existing pub area west boundary will decrease the pedestrian way to a width totally unsuitable for persons using mobility equipment or child pushchairs to safely pass each other. Photographs within Page 5 of the Pure Town Planning Design, Access & Planning Statement document, clearly show the existing pedestrian way adjacent to the pub building and garden fence boundary, also, there is not a pedestrian way on the west side of Brookhill Road opposite the pub and apartments.
- As reported in a Dawn Rise resident representation letter, the south site boundary is behind the Dawn Rise owned hedges and not as drawn in the middle of the hedges, also no building must be less than one metre from the boundary line in order for the hedge to be maintained.
- There is no pedestrian way to or from the Prince Albert car park and pub entrance.
- The Copthorne Bank to retail area pedestrian way width is totally unsuitable for persons using mobility equipment or child pushchairs to pass each other, also, all pedestrians are required to dangerously walk behind cars parked in the retail area disabled parking spaces.
- There are no health and safety lighting details for any of the pedestrian ways and car park areas.

Biodiversity:

- The Environmental Act 2021 sets out a mandatory minimum Biodiversity Net Gain of 10% required for all Town & Country Planning Act (TCPA) projects. There is also a mandatory requirement for a minimum 30-year aftercare period in which the post-intervention habitats are managed, maintained and monitored. The LC Ecological Services Limited study concludes the required mandatory net gain in biodiversity value for habitat and hedgerow units had NOT been reached.

Retail Outlets:

- With two retail outlets presently located on Copthorne Bank, a third in Church Lane, and two more within local Copthorne petrol stations, the need for a sixth outlet in Copthorne village is not a requirement.

Kind regards