

From: Emma Avis <Emma.Avis@westsussex.gov.uk>
Sent: 01 May 2025 16:56:07 UTC+01:00
To: "planninginfo" <planning@midsussex.gov.uk>
Subject: WSCC Consultation Response from County Highways - Planning Services - DM/25/0708
Importance: High

TO:	Mid Sussex District Council (MSDC) - The Local Planning Authority (LPA) Planning officer: Hamish Evans
FROM:	West Sussex County Council (WSCC) – The Local Highway Authority (LHA) - Consultee to the LPA Planning officer: Emma Avis
LOCATION:	Firs Farm Copthorne Common Copthorne Crawley West Sussex RH10 3LF
SUBJECT:	DM/25/0708 - Redevelopment of the site to provide 5 dwellinghouses with associated amenity space and parking; hard and soft landscaping; cycle and refuse storage; change of use of land to residential garden for existing dwellinghouse and associated access works.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	No Objection

- 1.1 The LHA has reviewed the submitted information. The application is for the removal of the commercial units on the site, granted lawful use under application DM/24/1234. The application forms indicates these equate to 372 sqm of floor space under use classes B8, B2 and E (g)(i). This is a material planning consideration for the LHA in terms of permitted existing/historical traffic movements via the site access onto the A264 and the proposed residential trip rates under the proposed application.
- 1.2 In terms of related trip movements of the proposal it is expected that there will be a small reduction. The LHA would not consider that the development would give rise to an unacceptable highway impact, in terms of capacity or safety which would warrant a refusal on highway safety/capacity grounds.
- 1.3 Adequate parking has been provided for each plot taking into consideration the size of the property and the sites location. Cycle parking provision is detailed as being provided within the curtilage of each dwelling at 2 spaces per dwelling to meet standards.
- 1.4 The access is a private roadway. The full length and width along the access route between the A264 and the turning into the proposed development is unknown. It appears to be approximately 70m and varies in width, starting at around 4.5/5m and narrowing to about 3m for about 30m before the entrance to the development. The applicant is proposing a passing bay on the private roadway to ease movements between the existing commercial uses which also share this access route and the newly proposed residential dwellings. This will be required to facilitate the

opposing traffic movements given the width of the access route and existing traffic movements/ vehicle sizes.

1.5 The LHA note the comments made about the existing commercial uses on the site and a request to re-introduce a footway along the access route to separate pedestrian and vehicular movements. This would be beneficial if it could be introduced within land under the control of the applicant, from the site access from the A264 to at least the residential development. Manual for Streets (MfS) advises that a shared surface is acceptable for lightly trafficked and low speed situations, but given the level of HGV movements and the existing level of commercial traffic on this route segregation would provide for a safer walking route for pedestrians, and would be in line with sustainable development goals of providing safe and suitable walking routes to services, local facilities and public transport, such as the local bus stops serving the site.

1.6 The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal. If the LPA are minded to approve the application, the following conditions should be applied.

Conditions:

- Car parking space (details approved) - No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose. Reason: To provide car-parking space for the use
- Cycle parking - No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.
- Passing Bay & Pedestrian footway provision - No part of the development shall be first occupied until the passing bay and pedestrian footway to the site has been constructed in accordance with an agreed and approved plan by the Local Planning Authority. These shall thereafter be retained at all times for their designated purpose. Reason: To provide safe and suitable access for all.

Emma Avis - Planner (MCIHT)
County Highways (Development Management) - Planning Services - WSCC

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