

Andy Watt

From: [REDACTED]
Sent: 22 January 2025 14:00
To: Andy Watt
Cc: [REDACTED]
Subject: Planning Application DM/24/2957 - Objection Comments
Attachments: RE: FAO: Mr Andy Miles - Drawing Request; RE: FAO: Mr Andy Miles - Drawing Request

[REDACTED]

Dear Mr Watt,

During my attendance at the Worth Parish Council Planning Committee meeting held 13 January 2025, I was informed Planning Application DM/24/2957 comments may continue to be submitted, yourself being the Mid Sussex District Council 'Case Officer'.

Accordingly, I provide the following objection related comments relative to the Application for Planning DM/24/2957.

Copthorne Bank Prince Albert Car Park:

- **NO** motorcycle parking facility.
- **NO** cycle storage facility.
- **NO** EV charging facility.
- The area is **NOT** illuminated.
- **NO** pedestrian pathway to the pub entrance.
- Disabled bay car access is **NOT** available to and from both sides of the cars.
- With resident and pub staff parking bay needs, an adequate number of customer parking bays are **NOT** provided.

Copthorne Bank Convenience Store Car Park:

- **NO** motorcycle parking facility.
- **NO** EV charging facility ... **NOT** compliant with Building Regulations Part S.
- Due to cable connections between EV power outlets and the nearside or offside vehicle connections, EV parking bays require a greater length and width than ICE car park bays, thus **REDUCING** the width of the entry / exit routes and number of ICE car bays.
- Disabled bay car access is **NOT** available to and from both sides of the cars.
- 2 no. disabled person parking bays for disabled store employees and public are **NOT** sufficient.
- **NO** designated hatched pedestrian walkway within the car park area.
- The employment of 6 no. full time and 17 no. part time store employees are proposed, therefore 13 no. parking bays for both employees and public are **NOT** sufficient.
- **NO** protection barrier or posts between the east store parking bays and adjacent pedestrian pathway.

- The Copthorne Bank to convenience store pedestrian way is **NOT** suitable for persons using mobility equipment or child pushchairs to safely pass each other.
- The area is **NOT** illuminated.
- There is **NO** designated hatched pedestrian walkway within the car park area.
- The attached email, dated 6 January 2025, from Mr Andy Miles of ADL Traffic & Highways, states, *“The delivery vehicle will route to / from the site from the westerly direction taking the most direct route to / from the strategic road network, and hence the vehicle tracking shows the right-turn in to the site, entry to the delivery bay in a forward gear, and then a reverse and exit from the site in a forward gear, turning left out of the site”*.
- The ADL Traffic & Highways Delivery Management Plan Appendix 1.0 drawing reflects the above delivery entry and exit route being a westerly direction **ONLY**.
- The Appendix 1.0 drawing illustrates the delivery vehicles exit from the site in a westerly direction towards on-coming vehicles that will include buses and HGV’s, thus resulting in further Copthorne traffic congestion, noise, pollution, or worse still, vehicle collisions.
- Within the second attached email from Mr Miles, dated 20 January 2025, he reiterates an easterly Copthorne Bank site arrival is **NOT** the intended delivery vehicle arrival route, but acknowledges that when diversions can and do occur, as they have during 2024, delivery drivers will follow the recommended diversions in place at that time.
- As illustrated within the Appendix 1.0 drawing of a delivery vehicles departing the site in an easterly direction, it is my belief that due to an 18 tonne delivery vehicle turning radius, in order to avoid mounting the site adjacent pedestrian footpath, an easterly arriving vehicle will need to approach the site entrance by dangerously driving towards on-coming west-bound vehicles.
- The Appendix 1.0 drawing illustrates the delivery vehicle entry passing its nearside within centimeters of parked cars, also preventing car owners opening or closing their rear car door or boot lid.
- The Appendix 1.0 drawing illustrates the delivery vehicle exit route reversing over the designated disabled persons walkway, again within centimeters of a car, and in possible instances, preventing the loading or offloading of disabled mobility equipment via a vehicle rear door.
- Delivery vehicles are **NOT** able to park local to the site car park due to its close proximity to the Brookhill Road / Shipley Bridge Lane / Copthorne Bank junction, site adjacent bus stops and local shop parked vehicles.
- Vehicles legally parked in excess of 10 metre from the Brookhill Road / Shipley Bridge Lane / Copthorne Bank junction (Highway Code Rule 250), can prevent delivery vehicle site entry and departure.
- The site delivery bay is **NOT** designed for multiple delivery vehicle arrivals thereby forcing later ‘same-time’ arrival delivery vehicles to park elsewhere in Copthorne, causing additional traffic congestion, or their returning back to the A264 in order to approach the site in a westerly direction accordance with the ADL Traffic & Highways intended route plan.
- The vision of delivery vehicle drivers exiting the site can be totally restricted by west-bound Copthorne Bank buses stopping at the site adjacent bus stop, and when clear to do so, other west-bound vehicles often overtake a stationary bus on the east-bound side of the road, therefore a further danger caused by the bus blocking a west-bound drivers view of a delivery vehicle or public car exiting the site entrance.

- **NO** motorcycle parking facility.
- **NO** visitor car parking facility.
- **NO** resident EV charging points ... **NOT** compliant with Building Regulations Part S.
- The parking bays sizes are **NOT** suitable for cable connections between EV power outlets and nearside or offside vehicle connections.
- The area is **NOT** illuminated.
- **NO** provision for apartment residents additionally owned vehicles.
- The covered entrance and parking area are considered **NOT** suitable for emergency service, public utility, retail courier, or Royal Mail size vehicles.
- Disabled bay car access is **NOT** available from and to both sides of the car.
- The parking area is considered too small to allow a car to manoeuvre 180 degrees in order to be driven forward across the pedestrian walkway and onto Brookhill Road.
- Vehicles reversing out the parking area across the pedestrian walkway and onto Brookhill Road, is a considerable **DANGER** to both passing pedestrians and drivers.
- The width of the car park access tunnel is considered **NOT** suitable for both a car entering and one leaving passing each other.
- The width access between the disabled parking bay local to the 'bins/bikes' storage area is **NOT** sufficient for wheelie bins or cycles.
- The 'bins / bikes' storage area to potentially contain 4 no. recycling and 4 no. landfill bins, 2 no. ground floor resident garden waste bins, plus a number of resident cycles, is **NOT** an adequate size.

Prince Albert Public House:

- The pub is promoted as a 'family' pub offering a beer garden with outside seating and children's play area, however the application garden design does **NOT** provide all those facilities.
- The proposed reduced size 'pub garden' has **NO** inclement weather cover and will be greatly shaded in summer months by the adjacent three storey apartment building, therefore reducing the possible number of drinks / dining tables open to the sun.
- The garden area will be used by persons not allowed to smoke inside the pub, which being distasteful and harmful to both children and adult health, does **NOT** comply with both UK Government or NHS policies.
- Parents and children **NOT** being able to enjoy drinking, dining and children playing in the garden area, when in the presence of persons smoking, will **NOT** allow the pub to be promoted as a 'family' pub.
- The suggestion that Heathu Wood and Copthorne Village residents can use the alternative 'family' facilities of the Cherry Tree on Copthorne Bank is **NOT** an acceptable suggestion, owing to the distance involved and the fact there is **NO** pedestrian footpath or street lighting on Copthorne Bank between Discovery Mews turning and A D Williams site.
- In July 2019 the public house element was registered by the Worth Parish Council as '**An Asset of Community Value**' and subsequent to a request by the owners, Tavern Propco Limited, for the WPC registration to be reviewed. The WPC registration was reviewed by MSDC and was **NOT** changed.

Brookhill Road Apartments:

- As required by the National Planning Policy Framework, the location and design of the proposed three-storey apartment building does **NOT** reflect or be sympathetic with the local Copthorne Village character and history.
- The design and construction of the proposed three-storey apartment building does **NOT** reflect the Mid Sussex District Council Plan vision.
- The design and construction of the proposed three-storey apartment building does **NOT** reflect the Worth Parish Council Copthorne Neighbourhood Plan.
- The design and construction of the three-storey apartment building does **NOT** reflect the distinctive character of 19th century-built Prince Albert and surrounding Brookhill Road cottages, also the 20th century-built Dawn Rise bungalows.
- The adjacent Dawn Rise 'Willows' bungalow, and historic No. 13 Brookhill Road semi-detached ex-farmworker cottage, would be severely **OVERLOOKED** from 1st and 2nd floors east and south facing windows.
- The 1st and 2nd floors apartments being accessible via a single width staircase only, it is **NOT** suitable for disabled residents, nor the movement of large items, furniture, etc.
- **NO** apparent fire escape for first or second floor residents and fire-fighter usage.
- **NO** mention of the existing site located telecommunication service impacting on the Prince Albert or nearby residential properties.

Brookhill Road / Dawn Rise Site Boundary:

- The site south boundary position illustrated on AUN Architecture 'Proposed Site Plan' drawing is **DISPUTED** by a Dawn Rise resident.
- The site west boundary does **NOT** reflect both the past and existing boundary fence line.
- Noting there is **NOT** a pedestrian footpath west side of Brookhill Road opposite the Prince Albert building, its proposed garden and the proposed apartment building, the footpath area on the west side of the Prince Albert building is used by pedestrians to observe other pedestrians, push-chair / pram users, and those using wheeled mobility equipment, to ascend the Brookhill Road footpath incline and safely pass by.
- The above mentioned footpath area is also used by Prince Albert concern to gain access to its storage cellar and the adjacent small height building extension and any proposed boundary construction will **NOT** allow its present use by the Prince Albert concern.

Copthorne Bank Convenience Store:

- Store 'Hours of Opening' are 6:00 AM to 11:00 PM, 7 days a week, and with delivery and store customer vehicles, engines, exhausts, air brakes, tail lifts, trolley movements, reverse alarm signals, doors / boot lids closing, that can result in the **THREAT** for all nearby residents to suffer sleep deprivation and / or mental stress.
- The store is a commercial **THREAT** to the very recently changed of ownership and costly refurbishment of the 'Kwik Mart / Post Office' located less than 10 metre from the proposed development site.
- The loss of the one and only Post Office located within Copthorne, plus the Tesco PLC policy for all 'Tesco Express' outlets **NOT** having a post office facility, is a great **THREAT** to all Copthorne business and resident users.

- The **THREAT** loss of the Post Office is **NOT** in accordance with the UK Government Treasury Department 'Cash Access Policy Statement'.
- In addition to the 'Kwik Mart' and 'Premier' stores on Copthorne Bank, the 'Morrisons' store on Church Road, the 'Asda Express' on Copthorne Common Road, and the 'Londis' store on Copthorne Road, the need for a sixth convenience store in Copthorne Village, is **NOT** a requirement.
- According to the web site, <https://www.heathywood.co.uk/new-homes/>, 303 no. homes are by St Modwen Homes, 197 no. by Taylor Wimpey and 91 no. by Sage Housing, with a total 591 new homes being built or under presently construction, the need for an additional homes in Copthorne is also **NOT** a housing need requirement.

Brookhill Road / Copthorne Bank / Shipley Bridge Lane Junction:

- Shipley Bridge Lane and Antlands Lane being impassable due to flood water issues are a past and present well-documented occurrence.
- The Brookhill Road, Shipley Bridge Lane and Copthorne Bank are heavily used by both single and double deck buses, HGV vehicles, and car users commuting to and from Crawley, Horley, Redhill, Reigate, Burstow, Smallfield, Lingfield, Crawley Down and East Grinstead with much 'peak-time' traffic congestion repeatedly occurring.
- Copthorne Bank has a site adjacent 'Connells' estate agent office, 'Kwik Mart / Post Office', 'The Real Pizza Company' food outlet, the 'Café Hub' cafeteria, all with first floor residential provision and two short length laybys for all customer and resident usage.
- Vehicle entry and exit from Meadow Approach to Copthorne Bank is already a regular problem causing traffic congestion with restricted drivers vision.
- There is a bus stop on the south side of Copthorne bank Immediately adjacent to the site and another on the north side opposite the 'Café Hub'.
- 'The Delmar Morgan Centre' is opposite 'The Real Pizza Company' and is used by the 'St John's Sunshine Pre-School', 'Copthorne Silver Band' and private function hire, weddings, birthday parties, etc, with just 4 no. car park bays thus causing many visitors being forced to park their cars on Copthorne Bank and nearby roads.
- Further along Copthorne Bank is 'Bloomsbury Kitchen' showroom, a 'Premier' convenience store and the 'Defined Parlour' hairdressers, all with first floor residential premises and **NO** allocated parking facility.
- The Church Lane turning between the Premier and Defined Parlour hairdressers is a very narrow downhill road providing access to Copthorne Junior school, the council children's play area, another 'hot-spot' congestion point, due to the lane being so narrow and problematic when turning onto or from Copthorne Bank.
- Bus stops are located on both the north and south of the Copthorne Bank junction with the Church Lane, with an adjacent entry on the north side to the Worth Parish Council children's play area.
- A single lane speed restricting chicane / crossing point is located on the south of Copthorne Bank opposite the children's play area, prior to the 'Copthorne Village Hall' and 'Social Club' car park entry point.
- The 'Pound Hill Medical Group' surgery and pharmacy car park is located on the north side of Copthorne Bank, prior to the Boars Arms road junction that leads to the 'Copthorne Parish Hub' and 'St John the Evangelist Church'.

- In addition to the above premises requiring vehicles to be parked on Copthorne Bank, many residents of Copthorne Bank also park their vehicles on that road as they are legally entitled to do so and additional delivery or store customer vehicles travelling to and from all directions to the proposed convenience store and residential apartments will **ONLY** result in further traffic movement congestion, with associated additional noise and air pollution being experienced.
- There are **NO** un-manned pedestrian crossings on Brookhill Road or Copthorne Bank.
- The July 2019 AECOM Limited report of the Copthorne heritage and character of the Neighbourhood Area, was carried out, working closely with Worth Parish Council, and based on a detailed appraisal of the area carried out through desk study and fieldwork and Section 4.11.2 of the report states, *“Traffic is very heavy on Copthorne Common Road and is **likely to increase further if development is undertaken** to the east of the village **resulting in a greater impact on built heritage**. Use of Copthorne Bank as a ‘rat run’ would also **impact on heritage and should be discouraged**”*.
- It is my contention the planning application does **NOT** comply with the many Worth Parish Council, Mid Sussex District Council, West Sussex County Council and UK Government acts, policies, and guidelines.

I object to Planning Application DM/24/2957, and request the application be rejected during next appropriate Mid Sussex District Council Planning Committee Meeting.

Yours sincerely,



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