

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 25 July 2025 13:16:22 UTC+01:00
To: "Andy Watt" <andy.watt@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 25/07/2025 1:16 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 (Amended plans and retail justification received 1 May 2025) (Updated drainage, ecology and landscaping information received 26 June 2025)
Case Officer:	Andrew Watt

[Click for further information](#)

Customer Details

Address: 43 Conway Street Hove Hove

Comments Details

Commenter Type:	Business or other organisation
Stance:	Customer made comments neither objecting to or supporting the Planning Application
Reasons for comment:	
Comments:	Metrobus (Brighton & Hove Buses and Metrobus - Part of the Go-Ahead Group)

We note that the proposed development includes 23 new shared parking spaces. However, we are concerned that no improvements are planned for the existing bus stop facilities, despite the site being served by several bus routes (281, 291, 400, 422, 424, and 638).

Encouraging sustainable travel is a key objective, and accessible, high-quality public transport infrastructure plays a vital role in achieving this. The current Transport Assessment indicates that only 4% of people travel to Prince Albert by public transport.

Without investment in supporting infrastructure, there is little opportunity to increase this figure.

To promote sustainable and inclusive travel, we strongly recommend the following improvements be considered as part of the development:

1. Footway Access and Crossing Improvements

Provide safe, well-lit, and accessible pedestrian routes between the development and nearby bus stops.

Install formal pedestrian crossings where necessary.

Ensure footways include tactile paving and dropped kerbs to support users with mobility or visual impairments.

2. Bus Stop Infrastructure Enhancements

Upgrade stops with hard standing areas and raised kerbs to improve boarding and alighting for all passengers, including wheelchair users and those with buggies.

Improve lighting and provide seating to enhance safety and comfort.

Install shelters where feasible to protect passengers from adverse weather.

3. Site Access and Inclusive Design

Ensure all pedestrian routes between the site and bus stops are fully accessible, with continuous step-free paths, appropriate surface gradients, and inclusive features such as tactile paving and dropped kerbs.

We urge the planning authority and the applicant to consider these enhancements to support sustainable travel choices and ensure the development is inclusive and accessible for all

Kind regards