

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSCC – Highways Authority
DATE:	19 December 2024
LOCATION:	Palmers Autocentres Ltd, Turners Hill Road, Crawley, RH10 4HQ
SUBJECT:	DM/24/2981 Variation of condition 4 of planning appeal ref AP/23/0015 (DM/22/0867 - To allow for design changes.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council was consulted previously on Highway Matters for this location under planning applications no. DM/22/0867 to which no objections were raised from a highways perspective, the WSCC FRS team did however request additional information on the ability for emergency vehicles to access, turn and egress the site in a forward gear.

The application was refused by the Local Planning Authority (LPA) on matters unrelated to highways safety. The applicant appealed the decision which was subsequently overturned and allowed. This most recent submission seeks to amend the approved plans to provide a turning head which facilitates a turn on site for a fire tender and delivery vehicles.

Access

The application is supported by a Technical Note which includes swept path tracking. The Technical Note states that all other access matters remain unchanged as a result of this Variation. Having looked at the submitted plans however it does appear that a footway is now proposed to link with the existing publicly maintained footway network along Turners Hill Road, along with 2 visitor parking spaces within this route and rumble strips.

It does appear that the majority of the works proposed are within the site boundary. The Local Highways Authority does advise however that if works are proposed within the highway, the applicant will require formal approval from the Highway Authority for this to be undertaken. The applicant would be required to contact The Implementation Team Leader (01243 642105) prior to any works commencing.

It appears as though rumble strips are now proposed within the shared access route. It is the preference of the LHA that the innermost rumble strip (opposite Plot 1) should be removed, this is so that all users can move freely and pass within the shared surface area. A rumble strip within the shared surface area, can cause distress to mobility impaired users, who at this point would not have a smooth footway alternative. SSR must be constructed in a contrasting material to standard carriageway construction where pedestrians are segregated from traffic by a raised kerb and footway. The use of a contrasting material highlights to drivers the change in context of the road. More

importantly, it highlights to partially sighted pedestrians the change of highway environment.

Parking

The parking layout has been amended to facilitate the turning head within the site. This allows 2 parking spaces each for plots 1 to 5 with an additional garage space provided for plots 3,4 and 5. Having scaled off the measurements of the plan provided, all spaces meet/are in excess of WSCC standards and would be sufficient to accommodate an average size vehicle. The garage spaces have only been possible to measure from the external aspect however as internal floorplans have not been provided.

Furthermore there are an additional 2 visitor parking spaces within the site access route, these measure 6m x 2m which is suitable for parallel parking arrangements and complies with the standards laid out within Manual for Streets.

Crawley parking standards outlines that 13 parking spaces will be required to serve a development of this size in this location. This proposal therefore adheres to this standard.

Emergency Access

I have discussed the revised plans with the WSCC FRS officer who has advised that the turning head as shown does look to comply with the dimensions of a fire appliance and gives sufficient room to manoeuvre and turn the appliance to enable it to drive out in a forward direction, plus the "dead-end" section outside property No. 5 gives the ability for a second fire appliance to attend and not prevent the first fire appliance from turning.

Conclusion

The Local Highway Authority does not consider that the 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.

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

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 LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details of all temporary contractor buildings, plant and stacks of materials, provision for the temporary parking of contractor vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

Jodie Wilkes

West Sussex County Council – Planning Services