

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 04 September 2026 13:50:48 UTC+01:00
To: "Andy Watt" <andy.watt@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/2053

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 04/09/2026 1:50 PM.

Application Summary

Address:	The Prince Albert Copthorne Bank Copthorne Crawley West Sussex RH10 3QX
Proposal:	Sever land and erect convenience store with associated access and parking. Retain public house with revised pub garden layout.
Case Officer:	Andrew Watt

[Click for further information](#)

Customer Details

Address:	Catkins, Copthorne Bank Copthorne
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	The revised plans still do not seem to address the glaring highway safety issues along Copthorne Bank and Brookhill Road. These roads are getting increasingly busy, with a growing number of cars and HGVs, many of which travel above the speed limit, using Copthorne as a cut-through. The new retail premises on the junction of these roads will only add to the existing traffic at an increasingly dangerous location.

Adjacent to the proposed scheme, the junction at Copthorne Bank and Meadow Approach is already particularly hazardous, with poorly parked cars and delivery vehicles creating visibility issues for both drivers and pedestrians, as well as regularly blocking driveways along Copthorne Bank. A new retail premises with its delivery vehicles and customers will only add to these problems.

Furthermore, and perhaps most importantly, there appears to be no provision in the plans for pedestrians to access the store from the north side of Copthorne Bank or the west side of Brookhill Road, as there are currently no suitable permanent crossing points at this part of the village. (A dropped kerb is an uncontrolled crossing point, unsuitable for a busy road, and drivers are often unwilling to stop for pedestrians.) If this scheme is meant to be for the 'benefit' of the whole community, then the whole community should be able to safely access it on foot, which is impossible at present.

To fail to provide safe, permanent crossing points next to the proposed site is a dereliction of duty from both the applicant and the council. Even without the proposed scheme, the two roads are an accident waiting to happen, but the added vehicular traffic will make this more likely. If someone were to be knocked over on Copthorne Bank or Brookhill Road while trying to access the new retail premises, poor planning and design by both the applicant and the council will be responsible.

Kind regards