

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stephan Galayas
FROM:	WSSC – Highways Authority
DATE:	8 August 2025
LOCATION:	Hurst House Cophorne Common Cophorne Crawley West Sussex RH10 3LG
SUBJECT:	DM/25/1864 Permission in Principle for the development of 3 to 4 residential dwellings (including the existing dwelling)
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification

WSSC as the County Highway Authority, has considered the proposal above and require modifications to the highways access.

The proposal will intensify the use of an existing access onto the A264 Cophorne Common, which has a 50mph posted speed limit. The site currently provides access to a family home. The access is set back from the edge of the carriageway and is gated. The proposals are to increase the number of dwellings on this plot to provide a total for 4 residential properties with car parking and turning space. There are no proposals to increase the width of the current access which is only wide enough for a single vehicle.

Whilst this would have been appropriate for a single dwelling, the intensification of use will create a demand for a higher level of trips in the am and pm peak hour. Whilst this will still be relatively low due to the location of the site onto a busy 'A' road we would expect to see the access improved to allow for two cars to enter and exit at the same time. This is to avoid the possibility of waiting in the highway to turn right and potential issues with cars meeting at the access causing waiting in the highway which could lead to rear end shunt type collisions.

Please can the applicant provide visibility splays in line with DMRB standards for a 50mph road which are 2.4m x 147m in both directions and provided an extended access width to allow two cars to enter and exit simultaneously. 4.8m would be the absolute minimum for two cars or a car and HGV/LGV to pass each other.

In terms of sustainability the site is located within a short walk to local bus stops on both sides on the road and access to a local convenience store/petrol station is opposite the site.

An informal crossing at some point from the access over the road to the bus stops and shops would benefit the residents of this site to have safe access to these amenities as the footfall would be higher.

Car parking demand and provision is measured against the WSCC car parking guidance for new residential developments. This is based on the number of bedrooms provided and the table below is used to consider the parking behaviour zone.

Copthorne Common is located in PBZ 2 (Copthorne and Worth) and would need to meet the parking demand based on this table. All spaces should be accessible and visitor spaces would also need to be included in the final provision.

Table 2: Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Cycle parking should also be provided for each dwelling in accordance with the table below:

Type	Dwelling Size	Cycle Provision
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5 + rooms (3 + bed)	2 spaces
Houses	Multiple Occupation	1 space
Flats	Up to 3 rooms (1 & 2 bed)	0.5 space (if communal otherwise same as 1 & 2 bed house)
Flats	4 + rooms (3 + bed)	1 space

From <https://westsussex-my.sharepoint.com/personal/alison_meeus_westsussex_gov_uk/Documents/Alison%20Meeus/WFH%20responses/SB-3665-21.docx>

Alison Meeus
West Sussex County Council – Planning Services