

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Horrell
FROM:	WSCC – Highways Authority
DATE:	3 June 2025
LOCATION:	Land Adjacent To 2 Meadow Approach Copthorne, Crawley, West Sussex, RH10 3RF
SUBJECT:	DM/25/1199 Proposed demolition of 2no. garages and erection of a single dwelling (Class C3) with 2no. off-street parking spaces, plus provision of 1no. off-street parking space for 2 Meadow Approach.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

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

Summary

This proposal is for the demolition of 2no. garages and erection of a single dwelling with 2no off street parking spaces and the provision of 1no. parking space for 2 Meadow Approach. The site is located on Meadow Approach, a D classified road subject to 30mph speed restrictions in this location. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns to this application.

Access

The LHA does not anticipate that this proposal would give rise to a material intensification of movements on Meadow Approach over that currently generated by residents and adjoining routes. From inspection of local mapping, there are no concerns with the existing use of this location as garages serving nos. 2 Meadow Approach, 6 and 6a Copthorne Bank.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the existing access. Therefore, there is no evidence to suggest the access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The proposed extension of the vehicular crossover to serve the host dwelling would be subject to a Vehicular Crossover License obtainable from WSCC Highways, an informative note has been included below.

Parking

It is unclear from the plans whether the garages currently serve purely 2 Meadow Approach or if this is shared with 6 or 6a Copthorne Bank, there has been no provision assigned to the latter two properties.

For residential properties such as this, WSCC calculates parking demand based upon the number of bedrooms within a property as well as factors relating to location.

The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least three car parking spaces for the new dwelling. From inspection of the Site Plan, there is sufficient space for only two vehicles within the associated frontage.

The proposals also provide a single off street parking space for no 2 Meadow Approach.

The current overall parking demand generated by the host dwellings is unknown as there has been no outline of the number of bedrooms each contains. It is anticipated that a degree of overspill parking may occur as a result of the proposals.

On street parking is an existing practise along Meadow Approach, there are no known highways safety concerns with this practise. It is not considered that an additional dwelling of this size and tenure in this location would cause a material change in the character of movements/parking in this location, however the LPA may wish to consider any existing pressures of on street parking at this

location along with this proposal, from an amenity perspective. The extension of the existing Vehicular Crossover will result in a small loss of available on street parking space.

The applicant does not appear to have provided details of a cycle parking provision for either the proposed or host dwellings. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable transport and may alleviate the reliance on the use of a car; therefore, the LPA may wish to condition this alongside any permission of the proposal.

Sustainability

Cycling is a viable option in the local area for shorter journeys to shops, schools and surgeries. The site is located within a 2-minute cycle of local shops and amenities. Furthermore, regular bus routes operate from Copthorne Bank to the North offering services to Crawley, Redhill, Caterham, Lingfield Station and Tunbridge Wells amongst others.

Conclusion

The LHA does not consider that this 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.

If the LPA are minded to approve the application, the following conditions are advised:

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

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 to be submitted to and approved by the Local Planning Authority.

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 for all temporary contractors buildings, plant and stacks of materials, provision for the temporary parking of contractors 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.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

https://www.westsussex.gov.uk/media/20290/vco_guidance_notes.pdf

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-network-permits-and-licences/highway-licences/west-sussex-county-council-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways/>

Jodie Wilkes

West Sussex County Council – Planning Services