

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stefan Galyas
FROM:	WSCC – Highways Authority
DATE:	13 April 2025
LOCATION:	Claremont Copthorne Bank Copthorne Crawley West Sussex RH10 3QZ
SUBJECT:	DM/25/0666 Please see description on online register titled "Description".
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the above full application DM/25/0666. The proposal is for change of use of a single dwellinghouse (Class C3) to a pair of semi-detached dwellinghouses (Class C3) with associated internal refurbishments and alterations. The development mix comprises 1 x 4-bed dwelling and 1 x 3-bed dwelling. The application is supported by way of a Design and Access Statement (DAS) and associated plans.

Access and Visibility

The application site is Claremont, a single dwelling located adjacent to Copthorne Bank playground. The building fronts onto Copthorne Bank which is a 'C' classified road subject to a speed restriction of 30 miles per hour. Vehicular access into the site is taken from Charlwood Close which is a private road. The applicant proposes no alterations to the existing access arrangement. There are no apparent visibility issues at these access points.

An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals single incident of slight injury accident at the Copthorne Bank – Church Road junction. The reason for the accident was attributed to aggressive driving / driver behaviour. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking and Turning

The applicant proposes to utilise the existing driveway for vehicular parking. The site lies within parking behaviour zone (PBZ) 2 and a 4-bed dwelling requires 3 spaces, and a 3-bed dwelling requires 2 spaces. Therefore, the proposed parking provision of 5 nos. car parking spaces is in accordance with the required standards. From inspection of the plans, there appears to be sufficient space within the driveway for this parking demand to be accommodated.

The applicant has demonstrated cycle parking provision. Cycling is a viable option in the area and the LHA would like to see cycle parking being implemented, in accordance with WSCC Parking Standards. The inclusion of secure and covered cycle parking provision helps promote the use of sustainable alternative modes of transport to the private car.

Sustainability

The site is situated in a sustainable location within walking/cycle distance of shops, schools and other amenities. The nearest bus stops are in front of the site served by bus routes 281, 291, 422 and 638 offering local area connectivity.

Conclusion

The Local Highway Authority (LHA) do 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 (NPPF), paragraphs 114-117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) minded approving the application, the following conditions should be applied:

Car Parking

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

Reason: To provide car parking spaces 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 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.

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West Sussex County Council – Planning Services