

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSSC – Highways Authority
DATE:	8 August 2025
LOCATION:	Woodlands Close And Land To The North Of Burleigh Lane Crawley Down Crawley RH10 4JZ
SUBJECT:	DM/25/1593 The demolition of numbers 9-11 Woodlands Close together with the demolition of other existing buildings on site and erection of 48 dwellings (Use Class C3) with open space, landscaping, car parking and associated infrastructure including provision of internal access roads and access road onto Woodlands Close.
DATE OF SITE VISIT:	7 th August 2025
RECOMMENDATION:	Advice

1. Comments are made in respects of,

- Transport Statement, dated 27th June 2025
- Stage One Road Safety Audit, reference SG/JS/2506-14 RSA1 v1.0, dated 27th June 2025
- Planning Statement, reference JE/21/40
- Proposed Site Layout – Coloured, drawing number FL24-2191-056, no revision

2. It's recognised that this site is allocated for residential development within the MSDC Site Allocations DPD. The principle of residential development is therefore already accepted. In reviewing the highway requirements of the allocation, it is noted that the allocation wording indicates that access is to be taken from Sycamore Lane along with a requirement for a sustainable access strategy. Further comments are made on these aspects within the respective section of this response.

Access

3. Vehicular access is to be taken by way of a new simple priority junction onto Woodlands Close. Sightlines for exiting vehicles are below those typical required for a 30mph speed limit, but given the short length of road between the proposed access, the turning head to the south and the give way lines to the north (respective distances of approximately 33-35 metres from the centre of the access), it's apparent that approach speeds will be significantly lower than 30mph. Whilst the access arrangements could have been designed more sympathetically and account for the dominant vehicle flow being into the development (the arrangement as shown requires the busier development arm of the junction to give way to the lightly trafficked Woodlands Close arm), the arrangements are still acceptable. The

submitted Stage One Road Safety Audit raises only a single problem with this not relating to the access arrangements.

4. With regards to the Stage One RSA, the Applicant should provide a Road Safety Response Form in the same format as that within GG 119 (this being the guidance document for road safety audits). This should be presented to WSCC in an editable format to enable appropriate responses to be entered and actions agreed. The problem raised within the Stage One RSA is not considered significant and can be simply resolved as part of the detailed design.
5. With regards to the MSDC Site Allocations DPD access requirements, there is no technical highway reason why access could not be taken from Sycamore Lane albeit it appears from the Planning Statement that an agreement could not be reached with the respective landowner to secure the connection. WSCC Highways would reiterate that there are no objections to the vehicle access arrangements presented.

Trip Generation

6. The TS outlines the methodology applied to determine trip generation associated with the proposed use. The approach applied is commonly used and is appropriate. Based on table 3.1 within the TS, the site is forecast to generate 38 two way vehicle movements in the AM network peak hour and 32 in the PM network peak hour. It's accepted that the site will generate movements throughout the course of a day but the peak hours represent the busiest times and are the most sensitive to change.
7. Overall, there will be some localised increase in vehicle trips on Woodlands Close and the junction with Kiln Road. Beyond this, vehicle trips will disperse across the network and will be indiscernible from other existing movements.

Access by Sustainable Modes (walking, cycling, passenger transport)

8. The site will form an extension to the existing village that has a well-developed, existing network of footways leading towards likely destinations. It's acknowledged that there is a notable absence of cycle specific infrastructure within and beyond the village (bar the Worth Way that runs between Crawley and beyond East Grinstead). However the surrounding network is very much residential in nature and therefore in principle could accommodate the majority of cyclists on carriageway.
9. A number of bus services serve the village. The nearest stops are outside of the recommended 400 metre walking distance, although this distance should be viewed more as a recommendation rather than an ultimate threshold. Walking distances and routes to the nearest stops are not considered as significant barriers.
10. As the TS indicates, this site will be liable for a contribution generated under the Total Access Demand Methodology. Any TAD contribution could be used towards accessibility improvements within the village. This could also include the provision of real time information at the nearest bus stops on Burleigh Way.

Layout

11. From the application form, it's recognised that new adoptable roads are to be provided. In these respects, it's recognised that highway adoption is not a material planning consideration. Comments are nevertheless provided on the basis of the layout being offered for adoption.
12. The layout provides a combination of carriageways and footways segregated by way of a kerb, and shared surfaces where all users share the same road space. The TS indicates that all roads are intended to be 5.5 metres in width. Where provided, footways should be 2 metres in width. There are no particular concerns in terms of the details shown in these respects.

13. With respects to the specific details, given there is a road crossing over the north/south water feature, this would imply a need for railings or other retaining feature along the road edge. It would be useful to understand what is intended in this location. Ordinarily, there should be some offset between any retaining feature and the carriageway edge. Given this is also a shared surface area, it may feel quite narrow for pedestrians where vehicles are passing. It may be better to have a defined footway over the water feature.
14. The Applicant should note that an adoptable margin will be required along both sides of all adoptable shared surface areas. The margin should be sufficient in width to enable services to be placed within this rather than in the carriageway. Any margin should be a minimum of 0.5 metres width.
15. There are a number of footpath connections indicated along the southern edge of the site onto right of way WOR-56W and connections northwards onto Ash Tree Street and Hornbeam Place. All of these connections appear to require works outside of the red edge. It's presumed that the Applicant has sufficient controls to provide these links.

Conclusion

16. It's acknowledged that the site is allocated within the MSDC Site Allocations DPD, thereby establishing the principle of residential development. The means of vehicular access differs from that outline in the DPD, but that presented is nevertheless considered acceptable. The site is considered to offer the ability for residents to travel by modes other than the private car for some trip purposes. The site is considered to comply with paragraphs 115, 116, and 117 of the National Planning Policy Framework.
17. Notwithstanding the fact the minor design related point (number 13) that would benefit from further review and the requirement for a Stage One RSA response to be submitted to WSCC for agreement, no highway objection would be raised.
18. If minded to permit this application, the following conditions would be recommended.

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Potential Site Access and Visibility Splays and numbered 2303093-04 revision P02 as included within the approved Transport Statement dated 27th June 2025.
Reason: In the interests of road safety.

Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling 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.

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Ian Gledhill
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