

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSSC – Highway Authority
DATE:	22 May 2025
LOCATION:	Floran Farm Hophurst Hill Crawley Down Crawley West Sussex RH10 4LP
SUBJECT:	DM/25/0773 Proposed conversion of an existing outbuilding to a two-storey residential dwelling including its partial demolition. Removal of two outbuildings and erection of a detached 3 bay garage. Removal of existing hardstanding for the formation of a domestic garden.
DATE OF SITE VISIT:	Desktop study undertaken
RECOMMENDATION:	Advice

This is the WSSC Highways response to the above planning application seeking proposed conversion of an existing outbuilding to a two-storey residential dwelling including its partial demolition. Removal of two outbuildings and erection of a detached 3 bay garage. Removal of existing hardstanding for the formation of a domestic garden.

Response.

The site is located to the eastern side of Hophurst Hill, Crawley Down, West Sussex and is accessed off a private driveway that also serves some commercial activities on or close to the planning application site.

As set out above, the proposal includes the conversion of an existing outbuilding to a residential dwelling, erection of a garage to accommodate three vehicles and removal of an area of hardstanding to make a garden.

Access.

Access is to Hophurst Hill, a public highway providing as link between Felbridge to the north-east and Crawley Down to the south-west. At this point, the road is subject to a 40mph speed limit and the access provides visibility in both directions along what is predominantly a straight section of carriageway until it curves away to the south, approximately 120m from the site access.

An interrogation of personal injury collisions shows no incidents in proximity to the site entrance.

Proposal.

The scheme proposes to convert an existing outbuilding to a two-storey house with car parking provided in a separate building designed as a garage which, given the size, could also serve additionally as cycle storage, too. In terms of traffic generation, traffic

movements would be in the region of five-six trips per-day which would result in negligible trips on the surrounding road network.

With regard to non-car access – so access on-foot and by bicycle - users would have to negotiate the existing access driveway before emerging to the public highway. No footways are close-by, thereby requiring those walking to walk in the road or on the surrounding verges, which might discourage trips on-foot and encourage car usage. Hophurst Hill is suitable for cycling and it would take about five-ten minutes to reach both Felbridge or Crawley Down by this mode of transport. However, bus stops can be found opposite and immediately adjacent to the access driveway, which would also provide a non-car alternative.

Conclusion.

Following review of the documents submitted with the planning application, the Local Highway Authority (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 (NPPF), paragraphs 115 and 116. Therefore, there are no transport grounds to resist this proposal.

Should the LPA be minded to approve the development, the Highway Authority recommends that the following condition be attached to any planning consent:

Car and cycle parking

No part of the development shall be first occupied until the building designated for 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 and cycle parking space for the use.

Tim Townsend
West Sussex County Council – Planning Services