

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 08 October 2026 16:40:52 UTC+01:00
To: "Hamish Evans" <hamish.evans@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/2115

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 08/10/2026 4:40 PM.

Application Summary

Address:	Land To South Of Crabbet Park Equestrian Centre Turners Hill Road Turners Hill West Sussex
Proposal:	Construction of a padel tennis facility (Use Class E(d)) with ancillary offices, changing facilities and studio, member shop and café (all within Use Class E), car and cycle parking, bin storage, with associated access and works.
Case Officer:	Hamish Evans

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Customer Details

Address:	Altena Hophurst Drive Crawley Down
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer made comments neither objecting to or supporting the Planning Application
Reasons for comment:	
Comments:	As a member and regular user of the Nuffield Health club I am familiar with the plot area and access routes to it. I am also aware of various improvements that have been made to the hotel located adjacent the Nuffield club particularly in

respect of additional car parking spaces since the traffic analysis of 2024. I would contend that the traffic analysis undertaken in early 2024 is now at best a full 2-years out of date and that the additional parking changes made by the Hotel that have themselves increased traffic and Gatwick parking plus development of a residential/office property further along the lane, will likely have changed traffic numbers and patterns considerably and so I suggest that an up-to-date traffic analysis be undertaken.

Secondly I should like to point out that there has been an increase in pedestrians using the access lane over the past few years there are however 'no footpaths' provided! pedestrians are required to walk along a slim strip of grassed area to the side of the access lane itself and while doing so pedestrians have to actually step-into the road itself to negotiate blocks placed along the route, designed to prevent would-be unauthorised parking at the side of the lane, in winter the grassy pedestrian routes become very wet and muddy hindering pedestrians further, on the whole the current pedestrian access from the main Turners Hill road and right down the access lane is very poor and somewhat risky for pedestrians.

I should like to add that the pavement from the West terminates at the end of the motorway bridge, one can get off the bus and walk that far before one encounters the dirt track that is all that pedestrians have to use, they then have to cut through a gap in the hedging up some steps leading through to the access lane, at which point they are required to actually 'cross' the access lane in order to gain access to the East side where all of the various amenities are located, pedestrian access does require considerable more input and consideration, as the current proposals are skirting the issue somewhat.

For the past few years in rainy conditions, a large water puddle has formed on the East side of the final 'sweeping corner' of the access lane - prior to the final section leading to the junction of the Turners hill road itself. This pool of water has previously covered one half or more of the access lane at this point, it causes pedestrians to have to negotiate the pool and over the years previously I have seen pallets and bits of timber laid along the side of the access lane at this point to allow pedestrians to step up above the water in order to be able to continue. Drivers heading toward Turners Hill road often pull-across to the opposite side of the road to go around this water pool to avoid it because potentially some do not know what obstructions lie beneath the murky water at the same time the bend itself is a blind-spot for drivers entering this bend from the opposite direction of Turners Hill road which is hazardous for all drivers concerned and again for pedestrians trying to navigate the whole.

Finally, the lane is also used by equestrians riding their horses along and of course cyclists therefore the access lane is a much more eclectic mix of users and at peak times gets very busy.

The proposals so far, do not (in my view) appear to have considered the access comprehensively enough and where data is provided it is getting on for being 3 years out of date.

Where
did you
hear
about this
applicatio
n?

Not specified

Kind regards