

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Susan Dubberley
FROM:	WSCC – Highways Authority
DATE:	31 October 2025
LOCATION:	Land R/o Greensleeves Tiltwood Hophurst Lane Crawley Down Crawley West Sussex RH10 4LL
SUBJECT:	DM/25/2548 Erection of 2 x 4 bed dwellings with associated access, landscaping and parking.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This application is for the erection of 2 x 4 bed dwellings with associated access, landscaping and parking. The site is located off Hophurst Lane, a C-classified road subject to a speed restriction of 40 mph in this location.

The LHA was consulted on an outline application under ref: DM/24/0036 for the erection of 2 x 3-bed dwellings in this location. The LHA did not raise any highway safety concerns and the application was permitted by the LPA. Prior to this, the LHA also provided consultation advice for this site for application DM/17/3010, raising no objections. The Local Planning Authority (LPA) permitted the application.

Tiltwood is served by two existing access points from Hophurst Lane. The LHA does not anticipate that the proposed development would give rise to a significant material intensification of use of these access points. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents attributed to road layout within the vicinity of the site. Therefore, there is no evidence to suggest the existing access points have been operating unsafely, or that the proposals would exacerbate an existing safety concern.

The WSCC Car Parking Demand Calculator indicates that the proposed development would require three parking spaces per dwelling. There appears to be sufficient space on the proposed driveways, and within the proposed garages to accommodate this demand. The LHA note that the proposed garages do not meet minimum internal specifications of 6 x 6m as set out in Manual for Streets, so cannot be considered to provide sufficient space for cycle storage – as such, alternative secure and covered cycle storage should be provided for each dwelling. Two visitor spaces are provided within the proposed accessway, this provision is considered suitable to serve the development. On-site turning appears achievable, allowing cars to exit in a forward gear.

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 should be applied:

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.

Nicola Elliott

West Sussex County Council – Planning Services