

**From:** planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>  
**Sent:** 25 February 2025 15:14:17 UTC+00:00  
**To:** "Steven King" <steven.king@midsussex.gov.uk>  
**Subject:** Mid Sussex DC - Online Register - Comments for Planning Application  
DM/25/0015

## Comments summary

Dear Sir/Madam,

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

Comments were submitted at 25/02/2025 3:14 PM.

### Application Summary

**Address:** Land West Of Turners Hill Road And South Of Huntsland Turners Hill Road Crawley Down West Sussex

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**Proposal:** Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex

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**Case Officer:** Steven King

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### Customer Details

**Address:** Minors Turners Hill Road Crawley Down

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### Comments Details

**Commenter Type:** Neighbour or general public

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**Stance:** Customer objects to the Planning Application

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**Reasons for comment:**

**Comments:** RE: Planning Applications DM/25/0014, DM/25/0015, DM/25/0016, DM/25/0017

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Dear Mid Sussex District Council Planning Department,

The purpose of this letter is to raise concerns with regards to the above planning applications. While there are numerous concerns with a project of this scope, this letter covers some of the most troubling issues.

1) Overbearing Impact -- Overall

With limited exceptions, it is more beneficial to both new and existing homeowners to distribute modest developments throughout the district. However, the nature of the strategic planning process and associated housing targets virtually guarantees that areas that can accommodate the most housing will be prioritised and approved, thereby magnifying and concentrating the impact on single areas.

The development on the western side of Crawley Down, while partitioned into four areas, needs to be considered for its collective impact of 350-400 new homes and not in discrete individual applications. At the very least, any approval(s) should be completed in a sequenced, measured manner to allow reassessment of the pre-project evaluation, studies, mitigation measures, and community raised concerns, particularly since these developments do not include any supporting infrastructure and services.

2) Highway/Access Safety Issues

The limited and problematic access points for a project of this scale are a safety issue for both regular usage and for any large scale emergency situation. Confoundingly, the best access area services the fewest houses, and all access is forced upon a single heavily used road. The project appears as though a large plot of land was identified for abundant housing and the access points were forced. A single access point for each development does not seem reasonable, efficient, or safe.

A specific problematic example is the access point adjacent the Worth Way Bridge. An exit at this point introduces safety issues for vehicles, pedestrians, and cyclists. While a survey has been completed marking the access point, no live study has been completed in a standard car during various times of the day. Such a study would demonstrate that a driver with an average site height at 1.3 m cannot see over the bridge rail ( max height 1.6 m) nor through the vegetation and vehicles parked in the layby on the western side, with vision further impaired by the bend in the road.

This setting results in northbound vehicles being observed at approximately 38 m from the access point just within the braking distance in dry conditions if drivers are within the speed limit and respond immediately. However, it does not account for speeding, inattentive drivers, bridge icing, the complexities of vehicles exiting Vicarage Lane and Grange Road, southbound traffic, and

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pedestrians on the narrow bridge pavement and exiting the Worth Way. The situation is further complicated by the fact that there are no available vehicular escape areas other than a collision.

During the current very limited use of the existing access point, the farmers position a person across the road to allow for a safe exit. It would be useful and insightful if those involved in the planning and approval process would stand on the bridge and at the proposed access point for 20 minutes to observe the current situation and then envisage 500 exits per day. Just standing on the bridge while a large commercial vehicle and another vehicle pass is enlightening (the bridge width negates two large commercial vehicles at the same time). The current proposal will result in accidents at this location.

Beyond the access issues, the increased volume of traffic on Turners Hill Road, Wallage Lane, and Crawley Down roads will increase traffic noise and congestion beyond the optimistic assessments.

### 3) Overbearing Impact - Infrastructure and Services

It is difficult to understand how any assessment can conclude that the existing infrastructure and services in Crawley Down, particularly medical and educational, can accommodate 350-400 additional houses. Numerous people and the majority of written objections have raised this issue as a primary concern. Further, studies of other services seem optimistic, formulaic, or commissioned by the developer. Increasing the population of a village by 20-25% is a significant burden for the existing services and infrastructure. Given these concerns, these applications should not receive simultaneous approval, and any future approval should be contingent upon demonstration of the envisioned outcome defined in the approved application.

Kind Regards

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Kind regards