

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	WSSC – Highways Authority
DATE:	15 September 2026
LOCATION:	Land To South Of Crabbet Park Equestrian Centre Turners Hill Road Turners Hill West Sussex
SUBJECT:	DM/26/2115 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.
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 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. The site is accessed via a private shared access, The nearest publicly maintained highway is at the junction of the private road with Turners Hill Road, a C-classified road subject to a speed limit of 40mph in this location.

The LHA provided pre-application advice for a similar scheme in September 2025.

The proposal is for six padel courts in total which would accommodate 24 customers at maximum capacity. The proposal will generate six FTE employees. The proposed café, changing facilities and shop are ancillary to the use and not anticipated to generate individual trips to or from the site.

The proposal will require the construction of a new access to the site; however, the proposed access is located on the privately maintained road. The LHA acknowledge that a seven-day speed survey along the privately maintained access route has been carried out and established 85%ile speeds of 23.4mph northbound and 20.4mph southbound and that visibility splays have been demonstrated in accordance with these speeds. However, the site access geometry and visibility would be subject to agreement with the proprietor of the private road.

A Transport Statement provided by Crosby Transport Planning has been submitted in support of the application. The existing private access route currently serves the wider uses of Crabbet Park, including office use, two hotels, a health/fitness centre and equestrian/livery yard. The existing trips associated with the use of the site have not been provided within the Transport Statement. A detailed and comprehensive assessment of the proposed car parking provision has been carried out based upon the number of padel courts, maximum likely demand and staff provision. I am satisfied that the provision of proposed 29 parking spaces (including 4 accessible spaces) appears to be sufficient given

the information provided. Parking spaces are proposed to be a minimum of 2.4 x 4.8m wide and wider spaces provided for accessible parking).

TRICs analysis has been carried out with the closest comparable use – tennis clubs – and it is estimated that the daily weekday total trips would be 82 and daily total trips on a Saturday (the expected peak for the use) is 105. An inspection of data supplied to WSCC by Sussex Police over a period of the last five years reveals that there have not been any accidents associated with the junction of Crabbet Park and Turners Hill Road. Within the LHA's pre-application response and quoted within the applicant's Transport Statement, there was one recorded injury accident at the junction with Turners Hill Road, however this has fallen out of the five-year timeframe and the accident was not considered to be a result of the road layout. Two other accidents have occurred within the vicinity, including a fatal accident, however these were not involving the junction with Turners Hill Road. As such, there is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use/development would exacerbate an existing safety concern.

The LHA are satisfied that the expected number of movements could be accommodated into the local highway network without adverse impact, given the existing uses on site which generate a significant number of daily movements at the existing junction and appear to operate without a highways safety concern.

The planning documents indicate that eight cycle parking spaces will be provided on site, in the form of covered Sheffield stands. However, the covered area has not been detailed on the proposed plans – details of this can be secured via condition. This provision is based on two staff spaces and one space per court. The LHA are satisfied with this level of cycle storage provision.

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 (in line with TR6 paragraph 4), 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