

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	20 March 2026
LOCATION:	Land West Of Turners Hill Road And North Of Huntsland Including Hurst Farm Turners Hill Road Crawley Down West Sussex
SUBJECT:	DM/26/0577 Outline application (appearance, landscaping, layout and scale reserved), for the demolition of existing buildings and erection of up to 230 dwellings, a care home (use class c2) up to 70 beds, and community facility, and associated infrastructure including new access points off of Turners Hill Road, with associated spine road and car and cycle parking, together with provision of open space, play facilities, utilities infrastructure, surface water drainage features, and associated works.
DATE OF SITE VISIT:	As part of previous application
RECOMMENDATION:	Advice

1. The following documents and plans have been reviewed by WSCC Highways in the preparation of these comments,
 - Transport Assessment, reference MS/TWa/DG/ITS210013-002C, dated 24th February 2026
 - Framework Travel Plan, reference MS/SG/ITS2100131-003B
 - Access and Movement Parameter Plan, drawing 013-04 revision A
2. It's recognised that outline planning permission exists for this site (DM/25/0016) for 150 residential units and a 70-bed care home. The approved development proposals take vehicular and non-vehicular access onto the B2028 Turners Hill Road via Woods View and Wychwood Place. The current proposals include an additional 80 units along with an alternate means of vehicular access onto the B2028. The proposed alternate means of access would serve all 230 residential units and the 70-bed care. Only non-vehicular and an emergency access would be formed onto Woods View.
3. For the purposes of reviewing this application, WSCC Highway consider that a number of principles have been established by way of the extant planning approvals. This includes the methodology to assess and the overall accessibility of the site by sustainable modes, as well as the overall methodology for determining trip generation and highway capacity impact (albeit the increase in dwellings has required additional modelling to be

undertaken based on the uplifted number of units), and the off-site mitigation required.

Access

4. The proposed access itself is existing and has previously served an agricultural use. WSCC has previously considered and accepted an improved access arrangement at this location to serve a residential development of 45 dwellings (DM/18/0591) albeit this was refused for non-highway related grounds. The access itself sits within the 30mph speed limit on Turners Hill Road. Given this, the guidance of Manual for Streets has been applied to determining the visibility splays with distances of 59 metres proposed to both the north and south. The previously refused scheme did demonstrate significantly greater visibility splays based on the standards within the Design Manual for Roads and Bridges. In reality, whilst 59 metres are demonstrated, it's apparent that significantly greater distances can be achieved within the existing public highway.
5. The access is proposed as a simple priority junction. This arrangement reflects all other junctions within the 30mph speed limit on the B2028 through Crawley Down. A carriageway width of 5.5 metres is demonstrated along with kerb radii of 6 metres. WSCC would consider in this instance that there would be a benefit to slightly larger kerb radii (e.g. 7.5 metres) to ease the exiting movement of vehicles onto the B2028.
6. The access is also indicated to have a raised feature to prioritise pedestrian crossing movements. WSCC have no issue with this in-principle albeit there are not expected to be any significant number of pedestrian crossing movements with there being no continuous footway on the west side of the B2028 and only a public right of way that travels westwards to the very immediate north.
7. The bus stop to the immediate south of the access is acknowledged. Ordinarily, bus stops should be situated downstream of junctions rather than upstream as in this case. Relocating the bus stop to the north of the access would in turn increase walking distance to the stop (albeit not greatly). The access arrangement has in any case been the subject of a Stage One Road Safety Audit and no problems have been raised with the siting of the access and bus stop. Given this, WSCC would not require the bus stop to be relocated at the current time. There would be the opportunity to review the bus stop location as part of future stages of the road safety audit (i.e. as part of the detailed design and once the access is complete and in operation).
8. With regards to the Stage One RSA, this raises a single problem concerning the use of a contrasting material where the pedestrian crossing crosses the proposed junction. Although more of a detailed design point, WSCC would require an editable version of the RSA Response to enable a response to be logged against this.

9. In reviewing the current vehicular access arrangement, WSCC are mindful of the approved access arrangement via Woods View and Wychwood. As part of comments on DM/25/0016, WSCC readily acknowledged that the vehicular access through these existing roads was far from ideal with the highway arrangement not being designed with the potential additional development in mind. The proposed arrangement is therefore very much viewed as a betterment although DM/25/0016 remains extant and implementable.
10. For non-vehicular trips, access through Woods View and Wychwood Place (and thereafter into Crawley Down via the existing signalised crossing north of the B2028/Sandy Lane junction) would be possible. This arrangement reflects that within the consented scheme. Some minor footway improvements were proposed on Wychwood Place as part of the approved scheme. Whilst some of these works were triggered due to the increase in vehicle movements, some were more basic (e.g. the provision of a short length of footway and dropped kerbs as shown on previously approved drawing ITB9155-GA-104). There would still be merit to some of these works being delivered.
11. The proposed access also includes a length of footway leading out onto the B2028 and tying into the existing footway on the western side of the carriageway. This then continues southwards to an existing signalised crossing (referred to above) and routes into Crawley Down.
12. The potential additional pedestrian access points as shown on the Movement Framework Plan are noted. The detail of these will be considered as part of future reserved matters applications.
13. In summary, WSCC Highways have no concerns with the proposed means of access into the development. It would be recommended that the kerb radii are marginally increased as suggested and would highlight the need for an editable RSA Response, as well as the additional length of footway and dropped kerbs on Wychwood Place.

Accessibility by Walking, Cycling, and Passenger Transport

14. A detailed assessment of walking, cycling and passenger transport was undertaken as part of the approved DM/25/0016. The principles and conclusions within this very much remain relevant and accepted.
15. As part of DM/25/0016, a contribution (£62,500) was also secured towards enhanced weekday evenings and weekend frequency for the 272 bus service for a period of 2.5 years. This contribution remains relevant and should be secured as part of the current planning application if approved.
16. A scheme of bus stop improvements is included on drawing ITB9155-GA-103 revision A. It was highlighted as part of DM/25/0016 that real time

information screens have already been included at these stops. This aspect should be removed from the plan. The Applicant can still commit to providing shelters but it will need to be determined who will take on the future maintenance of these as WSCC don't adopt or maintain bus shelters.

17.A Travel Plan has also been submitted. This reflects the Travel Plan approved and such is agreed. The Travel Plan along with a monitoring fee (currently of £3,950 but increasing to £4,110 as of 1st April 2026) should be secured within the s106 agreement.

18.The Travel Plan also includes reference to a car club. This should form a separate obligation within the s106 agreement. The obligation should include a requirement for the Applicant to provide a car club vehicle space and use all reasonable endeavours to secure from a car club operator the provision of a car club vehicle, and then fund for a period of at least 5 years. It's suggested that this obligation is triggered at 50% occupation (i.e. the vehicle is provided by 50% occupation) to ensure there are some occupied dwellings that could use the vehicle.

Vehicle Trip Generation and Highway Capacity

19.The methodology and overall approach to determine vehicle trip generation and the impact upon the local highway network was established within DM/25/0016. This methodology remains sound and is used to assess the trip generation from the increased number of dwellings. For the purposes of the assessment, this is based upon the 230 dwellings and 70 bed care home, although of these 150 dwellings and the care home are already consented. The assessment therefore perhaps could have been based on the additional 80 dwellings only.

20.Using the trip rates within table 8.1, the additional 80 dwellings would result in a further 42 two-way trips (11 arrivals, 31 departures) in the AM peak and 41 two-way trips (28 arrivals, 13 departures) in the PM peak. In-principle, the additional movements are relatively modest with the more detailed junction capacity assessments demonstrating that these movements can be accommodated without generating any severe highway impacts.

21.As a further comment, whilst the junction capacity outputs indicate several junctions to be operating at or over capacity in a future year scenario, it's apparent that these issues are existing and are not caused solely by the additional development traffic.

Layout

22.Whilst the means of vehicular access is different to that approved under DM/25/0016, the Access and Movement Parameter Plan largely reflects the approved scheme. Fundamentally, these includes various future points of pedestrian and cyclist access, as well as the north/south cycle route linking into the Worth Way via the approved DM/25/0014.

Conclusions

23. The extant consent and the principles considered established as part of this, WSCC have no in-principle concerns with this proposal. The proposed vehicular access arrangements are very much viewed as an improvement on that consented in DM/25/0016. There are a couple of minor points concerning the detailed design of the proposed vehicular access and the potential for footway improvements within Wychwood, as well as the Road Safety Audit process being completed that would need to be resolved.

Ian Gledhill
West Sussex County Council – Planning Services