

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	WSSC – Highways Authority
DATE:	22 January 2025
LOCATION:	Firs Farm Copthorne Common Copthorne Crawley West Sussex RH10 3LF
SUBJECT:	DM/25/0053 Conversion of a storage building to form two dwellinghouses (2 x Use Class C3 Single Family Dwellinghouses).
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.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary and Access

The proposal is for the conversion of a storage building to form two dwellinghouses. The site is accessed via A264 Copthorne Common to the north of the site, the access from the A264 into the site is an established arrangement and serves Firs Farm.

WSSC Accident data has been consulted and indicates that an incident has occurred within proximity of the junction in the past 5 years near the Dukes Head roundabout, however, has not been attributed to the use of the access, a defect with the highway or concern with the operation of the Highway at this point. Several buildings are already served from the existing access point and there are no changes proposed to this arrangement.

Parking

The applicant has outlined that three parking spaces would be provided for the dwellings. The WSSC Parking Demand calculator has outlined that 4 spaces would be suitable to serve two dwellings of this size in this location. Parking spaces should measure 2.4 x 4.8m each. It appears that an additional vehicle could potentially be accommodated within the parking area on an ad hoc basis when required without impacting upon turn on site facilities; however, The LPA may wish to consider any amenity impact that this shortfall could incur.

Use

The LHA is mindful of the existing use of the building as storage, which will incur a number of vehicular movements currently, although it is unclear how many at this time. The number and frequency of movements generated by this existing use are unknown. Movements associated with a residential use would likely occur within the network am/pm

peak times and would be unlikely to exceed the potential number of movements generated by that of a storage use.

Sustainability

There are a number of footpaths and bridleways within proximity that link to other local areas. There have been no details of cycle parking provided to make travelling around the local area more viable and sustainable. The Local Planning Authority may wish to include a condition securing secure and covered cycle parking provisions for each dwelling. Bus services operate within close proximity of the site and offer sustainable modes of travel to Crawley, Caterham, Tunbridge Wells and Lingfield.

Conclusion

The Local Highway Authority does not consider that the 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 Local Planning Authority is minded to grant planning consent the following conditions would be advised:

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.

Jodie Wilkes

West Sussex County Council – Planning Services