

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Katherine Williams
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	10 January 2025
<b>LOCATION:</b>	Slaugham Garden Nursery Haywards Heath RH17 6AG
<b>SUBJECT:</b>	DM/24/2409 Proposed conversion of barn to residential use to create 1 2-bedroom dwelling. Removal of existing hardstanding and landscaping.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	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 History

The Local Highways Authority has been consulted on the above planning application for the proposed conversion of barn to residential use to create 1x 2bedroom dwelling.

The site has been subject to several proposals previously commented upon by the Local Highways Authority (LHA) notably:

- **DM/22/2015** - Proposed change of use of land to a Transit Site for Gypsy/Traveller's comprising the formation of 6 Touring Caravan Pitches for nomadic use only, and the erection of 6 utility buildings, as well as the formation of a children's play area, no severe highways safety concerns raised however the Local Planning Authority refused for reasons unrelated to highways.
- **DM/17/4326** - for outline consent to erect 3 dwellings to which no severe highways safety concerns were raised, the Local Planning Authority refused for reasons unrelated to highways.
- **DM/16/4406** – Outline application for 9 residential dwellings, to which no Highways Objections were raised; however, the Local Planning Authority refused for reasons unrelated to highways.

### Access and parking

Slaugham Garden Nursery is accessed via Staplefield Road, which at the point of access to the site is subject to 30mph speed restrictions. The speed limit changes approx. 30m west of the site to a national speed limit zone. The Local Highway Authority (LHA) has reviewed data supplied to WSSC by Sussex Police over a period of the last three years. There have been no recorded injury accidents at the junction with the public highway, onto

Staplefield Road. There is no evidence to suggest that the junction has been operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

The plans demonstrate that the existing access arrangement will continue, including use of the existing internal access drive into the site. Parking has been accommodated for, for two vehicles which from observation of the WSCC parking demand calculator would be sufficient to serve the likely demand.

The layout provided facilitates a turning head style arrangement within the parking area which allows cars a turn on site provision.

Refuse is anticipated to be collected roadside and not anticipated to enter the site, should refuse vehicles be required to enter the site, a swept path diagram should be provided showing that this is achievable and that a refuse vehicle could exit onto the publicly maintained highway in a forward gear.

#### Sustainability

The site is located in a rural setting with no provision of footways. The nearest bus stops to the site are located approx 300 metres to the east, within Slaugham village. These bus stops facilitate connection onto wider transport network. Provision of cycle parking is encouraged to promote sustainable travel. Although it is acknowledged that most of the trips undertaken by the residents would be dependent on the use of a car, there are opportunities for sustainable travel.

#### Capacity

It is not considered that a single dwelling in this location would materially alter vehicular movements along Staplefield Road, the previous use as a Garden Centre along with the stated more recent construction and storage uses would have generated a greater number of vehicular trips- albeit the nature of trips does differ within this application. This use functioned for some time with no known highways safety or capacity issues.

#### Conclusion

The Local Highway Authority does not consider that the proposal for a single dwelling 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.

#### *Vehicle parking and turning*

No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To provide adequate on-site car parking and turning space for the development.

#### *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**