

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Anna Tidey
FROM:	WSCC – Highways Authority
DATE:	19 December 2024
LOCATION:	Equestrian Yard London Road Balcombe West Sussex
SUBJECT:	DM/24/2912 Proposed conversion of stables and timber barn to one residential dwelling and change of use of land to residential curtilage.
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

The proposal is for the conversion of stables and timber barn to one residential dwelling and change of use of land to residential curtilage. The application has been submitted with a Transport Note which contains additional details relating to trip rates, parking and turning, cycle storage and Personal Injury and Accident data. In summary the Local Highways Authority raise no severe highways safety concerns to the proposal, subject to conditions and informative.

Access

The proposal site is accessed via London Road, a B classified road subject to 50mph speed restrictions.

The LHA has consulted the most recent and up to date WSCC accident data, which has confirmed that there have been no recorded injuries or accidents at the existing site access onto London Road. There is no evidence to suggest that the junction is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern.

Access made into the site will be via the existing access point used by the stables. This is an established use and has functioned with no known highways safety concerns. A gated access currently exists to the site, this is set back approx. 8m from the edge of the carriageway. This distance allows for a car to be clear of the carriageway whilst waiting for the gate to be operated.

There may be a benefit to the applicant formalising the access to the property from the publicly maintained highway, with a bound material. This would require a license obtainable from the WSCC Highways Authority. Doing this would prevent overspill and debris being scattered into the highway from the access point and reduce the opportunity

for damage to vehicles and the highway surface. An informative is advised below should the applicant wish to pursue this.

Parking

The parking plan shows space for 2 vehicles, having consulted the WSCC Parking Demand Calculator, for a dwelling of this size in this location it has been established that three parking spaces would be sufficient. The site plan outlines that there would be sufficient space within the associated frontage to accommodate for the likely parking demand. The plans however demonstrate that the two spaces would comply with WSCC adopted standards for parking spaces at 2.8 x 4.8m. Additional space is available within the frontage to accommodate any overspill/ additional parking, without compromise to turning facilities.

The LHA considers that space exists within the frontage to accommodate parking with a turn on site facility to egress onto London Road in a forward gear.

A secure and covered storage area has been noted within the Transport Note as being provided for safe and secure cycle storage, this will accommodate at least 3 cycles, a suitably worded condition is included below.

Capacity

The Transport Note outlines the existing and anticipated vehicular movements that the site may generate, this has been compiled using the TRICS database. The results show that the residential use would be considered an overall reduction in vehicular movements over the potential of the stables use.

Taking into account the existing permitted stable usage in terms of highway safety and level of activity of the site, it is unlikely that this proposal to change to C3 would have an adverse impact on the local highway network. From experience of other similar proposals, the LHA recognise that stables have capacity to generate more vehicle movements compared with residential developments of this scale. As such, there is no expectation for this proposal to give rise to any increase in the character of traffic in the vicinity of the site.

Sustainability

The site is situated on the B2036 North of Balcombe. Rail services are available a 3minute drive south at Balcombe Train station. A bus stop is located to the North of the site at Yew Tree Farm, however is not served with linked or lit pedestrian footways, this is not a regular bus service and therefore it is anticipated that the rural nature of the site will put weight on the use of a car for journeys further afield.

Cycle Parking is to be accommodated, however given the nature of the immediate highway network as a largely unlit and busy road, this may appeal only to more experienced cycle users.

Conclusion

The LHA does not consider that the proposal would have a 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 116), and there are no known transport grounds to resist the proposal. If the Local Planning Authority is minded to grant planning consent conditions securing the following would be advised:

Car parking space

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 (within the garage provision) have been provided in accordance with the approved site plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Informative

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information about the licence application process can be found at the following web page:

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Jodie Wilkes

West Sussex County Council – Planning Services