

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joanne Fisher
FROM:	WSCC – Highways Authority
DATE:	21 January 2025
LOCATION:	Sandhill Farm Sandhill Lane Crawley Down Crawley West Sussex RH10 4LE
SUBJECT:	DM/24/3104 Temporary agriculturally-tied caravan accommodation
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.

This proposal is for the temporary siting of an agriculturally tied caravan accommodation on land at Sandhill Farm, Sandhill Lane. Sandhill Lane is a private road, not maintained by WSCC, therefore these comments are for your advice only.

The nearest publicly maintained highway is to the North at the Junction with Station Road and Grange Road. From observation of the most up to date WSCC Accident data provided by Sussex police for a 5-year period, there have been no recorded highways collisions or personal injury claims at the point of access to the highway to flag an existing concern with the junction or road layout at this point. Sandhill Lane is also maintained as Footpath WOR/58W/1.

The 2 bedroom caravan is outlined as providing accommodation for persons who assist with security, maintenance and look after livestock when required at the farm. It would not be anticipated therefore that a material intensification of use onto the publicly maintained highway would be generated over that already present at the site.

The proposed site plan outlines that the proposal can accommodate 1 parking space. The WSCC Parking demand calculator does outline that 2 parking spaces would be sufficient for a dwelling of this size, however given the context of the application it is not anticipated that this would cause a material highways impact. It does appear that space is available within the site and the wider site to accommodate for any additional parking without the need for any overspill onto the Publicly Maintained Highway.

Cycle parking has been shown within the plan, it has not been shown that this is a secure and covered provision however, the LPA may wish to condition this alongside any permission of the proposal.

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 (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

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. 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