

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Stuart Malcolm
FROM:	Highways, WSCC
DATE:	18/07/2025
LOCATION:	5-8A Whitehall Parade, London Road, East Grinstead, RH19 1AP
SUBJECT:	DM/25/1738 Change of use of first floor commercial units (Class E) to 5 residential units (Class C3)
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This application is a prior notification for change of use of first floor commercial units (Class E) to five residential units (Class C3). The site is located on London Road, a C-classified road subject to a speed restriction of 20 mph in this location. The application proposals are supported by a Highways Technical Note prepared by Motion.

The site has some relevant application history, with application DM/21/4105 permitting the change of use of the third floor to seven residential flats, and application DM/24/0704 permitting the change of use of the second floor to seven residential flats. WSCC as Local Highway Authority (LHA) was a consultee for both applications, raising no highway safety or capacity concerns.

The existing vehicle access arrangement from Cantelupe Road is to be retained for this development, with no alterations proposed. From inspection of WSCC mapping, there are no apparent visibility concerns with the existing point of access on Cantelupe Road.

TRICS data has been included in the submitted Technical Note, which suggests the proposed development could generate 13 vehicle movements per day, with two movements during the AM peak and one movement during the PM peak. This would not be considered a significant increase, and the LHA are satisfied that the movements can be accommodated into the local highway network without adverse impact.

Five allocated car parking spaces are proposed, providing one car parking space per residential unit. The proposed car parking provision would be in accordance with WSCC Parking Standards for a development of this size and location. On-site turning appears achievable, allowing cars to exit the site in a forward gear.

The site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities and public transport links. Cycling is a viable option in the area, and provision for the storage of bicycles has been demonstrated in the plans.

In summary, 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.

Kyran Schneider
West Sussex County Council – Planning Services