

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Caroline Grist
FROM:	WSSC – Highways Authority
DATE:	26 February 2025
LOCATION:	Goddenwick Farm Ardingly Road Haywards Heath RH16 2QX
SUBJECT:	DM/25/0350 Proposed change of use of residential outbuilding to a farm cafe and the retrospective replacement and extension of a timber deck.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposal is for the change of use of an existing redundant building into a farm café to support the use of Goddenwick Farm. It is proposed that the farm café would be used to support the activities at the farm, which are already occurring at Christmas (in association with the sale of the trees), but also at other times of year such as Halloween and Easter. The site will be accessed from the B2028 Ardingly Road which in this location is subject to a 60-mph speed limit.

Access and Visibility

The site does have an existing vehicular access onto the B2028 Ardingly Road, no modifications are proposed to the existing access arrangements. The access is considered to be of sufficient geometry to accommodate the anticipated level of vehicular activity. Sightlines along the B2028 Ardingly Road from the existing point are considered acceptable.

A review of the access onto B2028 Ardingly Road indicates that, there have been no recorded accidents within the last 3 years and that there is no evidence to suggest that the access and local highway network are operating unsafely.

Capacity

Given the scale of the proposal and the existing permitted use a TRICS assessment and Travel Plan are not required. Within the Design and Access Statement the applicant has not provided a comparison on the traffic the proposal will generate over the existing use and proposed uses. The LHA have run our own assessment based on the proposed and existing uses and consider the information provided is accurate; there will be no material increase in traffic movements over the existing use. In addition, there are no known capacity and congestion issues within the immediate vicinity of the site. From a capacity perspective we are satisfied the proposal will not have a severe residual impact.

Parking

Parking will be provided within the existing car park which serves the farm business and is located to the south of the application site. The proposed parking allocation is not

actually quoted within the supporting information, however given the internal space available all parking is likely to be accommodated within the existing area controlled by the applicant, a suitable condition has been suggested at the end of this report. The LHA are not aware of that the previous use resulted in excess parking onto the B2028; it is considered unlikely that there would be any occurrence of on-street parking as a result of this proposal. No reference is made within the supporting information for cycle parking for staff or visitors, this should be provided in the form of 'Sheffield Stands' in a secure and covered format.

Accessibility

The submitted design and access statement does quote current National Planning Policy Framework (NPPF para 115) which promotes sustainable transport modes. The applicant should look at providing a Travel Plan Statement for staff members. Realistically given the type of use, the majority of visits would be via the car. However as previously stated the proposal is not anticipated to result in a material increase in traffic movements over the permitted and historic uses.

Conclusion

The LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 116), and that there are no transport grounds to resist the proposal.

Any approval of planning consent would be subject to the following condition:

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 have been provided in accordance with plans and details 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.

Jamie Brown

West Sussex County Council – Planning Services