

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: Bethan Tinning
<b>FROM:</b>	WSSC – Highways Authority
<b>DATE:</b>	26 February 2025
<b>LOCATION:</b>	Home Farmhouse Cowfold Road Coolham West Sussex RH13 8QJ
<b>SUBJECT:</b>	DC/25/0114 Conversion and extension of a redundant agricultural barn to form a residential dwelling with change of use of land from agricultural to residential to form a curtilage to the dwelling.
<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

West Sussex County Council was consulted previously on Highway Matters for this location under planning applications no. DC/24/1053 for a Prior Notification for change of use of agricultural building to a single 2 bed dwellinghouse to which no objections were raised. This application was approved by the LPA.

This proposal seeks permission for the proposed conversion of a barn to residential to form a single 3 bed dwelling (C3 Use). The site is located off Cowfold Road, an A-classified road subject to a speed restriction of 30 mph in this location.

### Access

From inspection of WSSC mapping, there are no apparent visibility concerns with the existing point of access onto Cowfold Road. An inspection of collision data supplied to WSSC by Sussex Police over a period the past five years reveals there have been no recorded collisions attributed to road layout within the vicinity of the site access. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

There are no proposed changes to the existing access from the Publicly Maintained Highway.

### Parking

The WSSC parking demand calculator expects that a minimum of three car parking spaces would be required for a dwelling of this size in this location. The proposals offer a single parking space within a car port and an external parking space for a total of 2 parking spaces. The car port is of sufficient width to accommodate an average sized vehicle. There appears additional space within the site/wider site for overspill parking to be

accommodated, this would not be anticipated to overspill onto the publicly maintained highway at this location. The LPA may wish to consider this from an amenity perspective however.

The LHA would recommend that secure and covered cycle parking is provided for the dwelling to encourage sustainable transport methods.

#### Capacity

Generally, the change of use from agricultural use to a residential dwelling would generate a reduction in material use at the site. The existing use would create a certain number of movements throughout the day, whereas the movements associated with residential use would be anticipated within network peaks. Therefore, although the nature of trips would change, the frequency would likely not exceed that of the potential of the current use.

#### Conclusion

In summary, the movements associated with agriculture have done so safely with no known safety highways concerns, and C3 residential uses are considered less intensive. Furthermore, there is an extant Prior Notification permission at this property for a residential use and the additional bedroom provided within this most recent full submission would not seek to materially alter the anticipated movements from within the site.

The Local Highway Authority does not consider that the 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.

#### *Car parking space (details approved)*

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 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**