

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Daniel Holmes
FROM:	Highways, WSCC
DATE:	12/11/2025
LOCATION:	Crays Barn, Crays Lane, Goose Green, RH20 2LR
SUBJECT:	DC/25/1756 Prior Notification for Change of Use of an Agricultural Building to 4no. dwellinghouses (C3 Use Class).
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.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from agricultural to residential (Class C3) subject first to prior approval being granted. As part of the prior approval process, there are a number of matters to be considered. This includes matters relating to highways and transport. However, the GPDO is quite clear as to what highway matters can be considered, namely whether the proposal is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site.

This proposal seeks prior approval for the change of use from agricultural building to four residential dwellings. The site is located off Crays Lane, an unclassified road subject to national speed limit in this location. No alterations are proposed to the existing vehicular access arrangement.

Generally, the change of use from agricultural to residential 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 current use.

The WSCC Car Parking Demand Calculator indicated that a development of this size in this location would require nine car parking spaces. Whilst eight car parking spaces have been demonstrated, there does appear to be sufficient space fronting the building to accommodate the anticipated parking demand. There also appears to be sufficient space for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear. The LPA may wish to secure cycle parking provision if they feel it is appropriate to do so.

In summary, the prior approval is considered acceptable in highway terms.

Kyran Schneider
West Sussex County Council – Planning Services