WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	Highways, WSCC
DATE:	22/05/2024
LOCATION:	Cibses Cottage, Kidders Lane, Henfield, BN5 9AB
SUBJECT:	DC/24/0667 Prior Notification for Change of Use of Agricultural Building to a single dwelling house.
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 proposal seeks prior approval for the change of use from agricultural building to residential to form a single dwelling (C3 Use). The site is located on Kidders Lane, an unadopted road – as such, these comments should be considered as advice only.

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.

Generally, the change of use from agricultural to 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.

An inspection of collision data supplied to WSCC by Sussex Police over a period of the past five years reveals there have been no recorded collisions attributed road layout within the vicinity of the access point onto the A281. Therefore, there is no evidence to suggest the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require three car parking spaces. From inspection of the plans, there appears to be space within the site to accommodate this parking demand. In addition, there exhibits suitable space for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear.

No details of cycle parking provision have been provided, although the LHA recognise the rural site location whereby cycling may not be a viable option. If the LPA believe cycle parking is justifiable, the applicant should demonstrate secure and covered cycle parking provision in accordance with WSCC Parking Standards.

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. West Sussex County Council in its role as LHA has therefore considered the proposal on that basis. In principle, the current GPDO gives limited ability to consider wider highway and transport impacts beyond those set out. The prior approval is therefore considered acceptable in highway terms.

Kyran Schneider
West Sussex County Council – Planning Services