# WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| **TO:** | Horsham District Council<br>FAO: Hannah Darley |
| **FROM:** | Highways, WSCC |
| **DATE:** | 22/10/2024 |
| **LOCATION:** | Crays Barn, Crays Lane, Goose Green, RH20 2LR |
| **SUBJECT:** | DC/24/1549<br>Prior Notification for Change of Use of Agricultural Building to 4no dwellinghouses. |
| **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.

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

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. The plans demonstrate parking provision in accordance with this 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 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**