WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSCC – Highways Authority
DATE:	9 October 2024
LOCATION:	Mill Farm, Mill Lane, Itchingfield, West Sussex, RH13 0NP
SUBJECT:	DC/24/1475 Prior Notification for Change of use of building to form a single dwelling. Installation of windows, doors, a mezzanine floor and drainpipes/guttering. Replacement cladding to walls and roof.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	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.

This application seeks prior approval for the change of use of an agricultural building to residential (Class C3) to form a two-bedroom dwelling. The site is located on Mill Lane, a private access track. This route is also a maintained WSCC Public Right of Way- Bridleway ITC/1630/7.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Agricultural use to 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 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.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. No vehicular parking has been demonstrated within the site however there appears sufficient space within the curtilage of the plot and within the wider site to accommodate this provision. The LHA would recommend that secure and covered cycle parking is also provided for the dwellings in order to encourage sustainable transport methods.

In summary, the movements associated with the agricultural use 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. The prior approval is therefore considered acceptable in highway terms.

Jodie Wilkes
West Sussex County Council – Planning Services