WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jacques Burrowes
FROM:	WSCC – Highways Authority
DATE:	30 January 2025
LOCATION:	Monks Farm Honeywood Lane Dorking RH5 5QA
SUBJECT:	DC/25/0090 Prior Notification for Change of Use and extension of Agricultural Barn to 2no. dwellinghouses.
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 and extension of Agricultural Barn to 2 no. residential dwellinghouses. The site is located on Ruckmans Lane and can be accessed via Honeywood Lane Access Road. The access to the site is also via a restricted byway WAR/1412/1.

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 2 dwellings of this size in this location would require six car parking spaces. No vehicular parking has been demonstrated. There appears space within the wider site for parking to be accommodated, it is not anticipated that overspill would occur within the publicly maintained highway in this location, it should also be noted that public access should be retained along the PROW at all times and not obstructed.

The applicant has not provided details of cycle parking provision. The LHA is mindful of the property location as being more rural and remote of shops and amenities, therefore

the LPA should consider whether cycle parking would be a justifiable request in this location.

In summary, the movements associated with 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