WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Kate Turner
FROM:	Highways, WSCC
DATE:	30/05/2025
LOCATION:	Coombewick Farm, London Road, Ashington, RH20 3AU
SUBJECT:	DC/25/0830 Prior Notification for Change of Use of Agricultural Building to 1no. dwellinghouse.
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 is for prior approval for the change of use from agricultural building to residential to form a four-bedroom dwelling (C3 Use). The proposals appear to be a resubmission of previously approved application DC/22/1633, an application that WSCC was previously consulted for, raising no highway safety or capacity concerns.

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. In addition, from inspection of local mapping, there are no apparent visibility issues at the existing access point onto London Road.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least three car parking spaces. From inspection of the plans, there appears to be sufficient space within the site for parking to be accommodated. There is also space for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear.

The applicant has not provided details of cycle parking provision. However, the LHA acknowledge the remote site location and as such, cycling may not always be a viable option. If the Planning Authority believes cycle parking is justifiable, the applicant should demonstrate this in the form of covered and lockable cycle storage.

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. Consequently, no highway concerns would be raised. 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