WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: William Omoma
FROM:	WSCC - Highways Authority
DATE:	18 January 2024
LOCATION:	Granary Cottage, Broadford Bridge, RH14 9EB
SUBJECT:	DC/23/2128 Prior Notification for Change of Use of Agricultural Building to a single 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.

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.

The current proposal seeks prior approval for the change of use from agricultural building to three-bedroom residential dwelling. The site is located off Adversane Lane, a B-classified road subject to national speed limit.

From inspection of WSCC mapping, there are no apparent visibility issues with the existing vehicular access point. 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 attributed to road layout within the vicinity of the site. 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 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 current use.

The WSCC Car Parking Demand Calculator indicated that a property of this size in this location would require three car parking spaces. From inspection of the plans, there appears to be space within the site for this parking demand to be accommodated. Given the sites rural location, it is likely that residents here would use a car as their primary mode of transport. There appears to be sufficient 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 provided secure and covered cycle parking provision for at least two bicycles 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. The prior approval is therefore considered acceptable in highway terms.

Kyran Schneider
West Sussex County Council – Planning Services