WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jacques Burrowes
FROM:	WSCC – Highways Authority
DATE:	25 February 2025
LOCATION:	Wychwood Barns Wychwood Lane Brighton Road Shermanbury West Sussex
SUBJECT:	DC/25/0219 Prior Notification for Change of Use of Agricultural Building to residential (Use Class C3) to form 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.

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 site is located off Brighton Road, an A-classified road subject to 40mph speed restrictions. A private access road, which also forms part of Public Footpath no. SHE/2374/2, links the maintained highway to the application 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 current use.

The WSCC Car Parking Demand Calculator indicated that a development of this size in this location would require five car parking spaces. From inspection of the plans, there appears to be suitable space within the wider site for this parking demand to be accommodated, with space for turning. The LPA may wish to secure cycle parking provision if they deem appropriate.

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.

Jodie Wilkes
West Sussex County Council – Planning Services