WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	28/05/2025
LOCATION:	Brookside Barn, Dagbrook Lane, Henfield, BN5 9SH
SUBJECT:	DC/25/0788 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.

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.

This proposal seeks prior approval for the change of use from agricultural building to four-bedroom residential dwelling. The site is located on Dagbrook Lane, an unadopted road – as such, these comments should be considered as advice only.

Access to the maintained highway network is at the junction with Shoreham Road. From inspection of WSCC mapping, there are no apparent visibility issues with the junction onto Shoreham Road. 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 within the vicinity of the junction. Therefore, there is no evidence to suggest the junction 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. There also appears to be suitable space for on-site turning to be achievable, allowing vehicles to exit the site in a forward gear. The LPA may wish to secure details of cycle parking provision, to promote sustainable travel in the area.

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.

Kyran Schneider
West Sussex County Council – Planning Services