

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sophie Moore
FROM:	Highways, WSCC
DATE:	21/05/2026
LOCATION:	Land To The North of Hillybarn Farmhouse, Hillybarn Road, Ifield
SUBJECT:	DC/26/0664 Prior Notification for Change of Use of Agricultural Building to 5nos dwellinghouses (C3 Use class).
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.

WSCC in its role as Local Highway Authority (LHA) has been consulted on highway matters by the Local Planning Authority (LPA) for this prior notification for proposed change of use of agricultural building to five residential dwellings.

For context, the LHA was recently consulted regarding a previous similar application at this site, DC/26/0214 (*Prior Notification for Change of Use of an Agricultural Building to 5no. dwellinghouses (C3 Use Class)*), of which no objections were raised. The LPA refused the application on grounds unrelated to highways.

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 on Hillybarn Lane/The Mount, an unclassified road subject to a speed restriction of 40 mph. No alterations are proposed to the existing vehicular access arrangement.

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 current use.

No details of parking have been provided. Vehicular parking should be provided in accordance with WSCC Parking Standards, though there does appear to be sufficient space for parking and turning to be accommodated within the site. The LPA may wish to secure cycle parking provision if they feel it is appropriate to do so.

In summary, the prior approval is considered acceptable in highway terms.

Kyran Schneider
West Sussex County Council – Planning Services