WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Shazia Penne
FROM:	Highways, WSCC
DATE:	11/02/2025
LOCATION:	Hook Farm, West Chiltington Lane, Billingshurst, RH14 9DP
SUBJECT:	DC/25/0164 Prior Notification for change of use from an agricultural building to 1No. dwelling (Class C3).
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 single residential dwelling. For context, the preceding application DC/24/1784 sought similar proposals at this site. WSCC as Local Highway Authority (LHA) was a consultee, raising no highway safety concerns. However, the Local Planning Authority (LPA) refused the application on other policy grounds.

The site is located off West Chiltington Lane, a C-classified road subject to national speed limit. A private access road, which also forms part of Public Footpath no. 1912_1, 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 three 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.

Kyran Schneider
West Sussex County Council – Planning Services