WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Halima Chowdhury
FROM:	WSCC – Highways Authority
DATE:	7 May 2025
LOCATION:	78A Trafalgar Road, Horsham, West Sussex, RH12 2QJ
SUBJECT:	DC/25/0649 Prior Notification for the Change of Use from Retail Unit (Use Class E) to residential (Use Class C3) to form 1no. dwellinghouse.
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.

This proposal is for prior approval for change of use from retail unit (Class E) to residential (C3) to form 1 no. dwellinghouse. The site is located on Trafalgar Road, a D classified road in Horsham Hurst subject to a speed restriction of 30 mph.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Class E 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 GDPO is quite clear as to what highways matters can be considered, namely whether the proposal is likely to result in a material increase or material change in the character of traffic in the vicinity of the site.

No vehicular access is associated with this site. No traffic flow information has been provided with the current application; however, class E uses tend to generate greater material movements than C3 residential. Therefore, the LHA does not anticipate that movements associated with the site will exceed that of the existing use.

WSCC Parking Demand Calculator outlines that a property of this size in this location would generate the requirement for 1 parking space. The applicant proposes a nil car parking provision - consequently, parking would have to be accommodated on-street.

Comprehensive parking restrictions are in place on nearby roads, prohibiting parking in places that would be detrimental to highway safety. The LHA does not anticipate that the existing nil car parking provision would result in a highway safety concern or parking capacity issue in this instance.
Due to the location of the development within a sustainable location in Horsham, it is not considered that occupants would be reliant on the use of a car. The LHA would request that secure and covered cycle storage be provided if there is space within the site to do so.

In summary, the proposal is not anticipated to result in a material increase or change in the character of traffic. Consequently, no highway concerns would be raised. 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