WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Bethan Tinning
FROM:	Highways, WSCC
DATE:	27/11/2024
LOCATION:	Monks Farm, Honeywood Lane, Okewood, RH5 5QA
SUBJECT:	DC/24/1742 Prior Notification for Change of Use and extension of an Agricultural Building to 3no dwellinghouse (C3 Use Class).
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.

The site is accessed via Public Right of Ways "Restricted Byway 1412" and "Bridleway 1420_1" before linking with a short stretch of WSCC maintained highway named "Honeywood Lane Access Road". This then links to the wider highway network at Honeywood Lane, although this is located within Surrey County Council's jurisdiction. Consequently, the LPA may wish to consult both WSCC Public Rights of Way and Surrey County Council on comments relating to access.

Notwithstanding the above, generally the change of use from agricultural to residential would result in 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 and location would require seven car parking spaces. From inspection of the plans, there appears to be space within the site curtilage for suitable car parking provision to be accommodated. The LPA may wish to secure car and cycle parking by condition.

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