

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	Highways, WSCC
DATE:	06/03/2025
LOCATION:	Boars Mead Barn, Bullfinch Lane, Hurstpierpoint, BN6 9ER
SUBJECT:	DM/25/0502 Change of Use of Agricultural Building to a Dwelling.
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.

This proposal is for prior approval for a change of use from agricultural building to residential dwelling (Class C3). The site is located off of Bullfinch Lane, an unadopted road. As Bullfinch Lane is unadopted, these comments should be considered as advice only. The applicant should be aware that the lanes to the south and east of the site are maintained as PROW (Public Rights of Way) Restricted Byway 39_1Hu and Footpath 88Hu.

WSCC in its role as Local Highway Authority (LHA) previously provided consultation advice regarding highway matters for this site for similar application DM/22/1777, raising no highway safety concerns. The Local Planning Authority (LPA) permitted the application. From inspection of the plans, the current submission appears identical to those approved under DM/22/1777.

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. West Sussex County Council in its role as LHA has therefore considered the proposal on that basis.

Access to the publicly maintained highway is at the junction with Albourne Road, a B-classified road subject to a speed restriction of 30 mph. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals one recorded collision within the vicinity of the junction. However, this was not attributed to road layout. Therefore, there is no evidence to suggest the junction is operating safely 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 may change, the frequency would likely not exceed that of the existing use.

The applicant has demonstrated vehicular parking provision for two cars. The WSCC Car Parking Demand Calculator indicates that the proposal would create a demand for two car parking spaces. It would appear that space exists on site for vehicles to be accommodated. The inclusion of cycle storage is advised to promote the use of sustainable alternative modes of transport and reducing parking pressures within the vicinity.

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. Consequently, no highways concerns would be raised. In principle, the current GDPO 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