

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Catherine Cardin
FROM:	Highways, WSCC
DATE:	27/10/2025
LOCATION:	Nationwide, 58 High Street, Hurstpierpoint, BN6 9RG
SUBJECT:	DM/25/2629 Partial Change of Use under Class MA from Class E commercial to Class C3(a) Dwellinghouse.
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 application seeks prior approval for the partial change of use from Class E to Class C3. The site is located on High Street, a B-classified road subject to a speed restriction of 20 mph in this location.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site for application DM/22/3312 (*Prior Approval change of use from a Building Society (Class E) to residential (Class C3)*), of which no highway safety or capacity concerns were raised. The Local Planning Authority (LPA) approved the application.

Under the current General Permitted Development Order (GPDO), it is permitted development to change use from Class E to 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.

Generally, the change of use from Class E to Class C3 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 the current use.

The WSCC Car Parking Demand Calculator indicates that a dwelling of this size in this location would require at least two car parking spaces. No vehicular access or parking is associated with this site and as such, parking would have to be accommodated on-street or within nearby public car parks.

Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that would be a detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a detrimental highway safety impact, nor lead to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The applicant has not provided details of cycle parking provision. If the LPA believes cycle parking is justifiable, the applicant should demonstrate this in the form of covered and lockable cycle storage, in accordance with WSCC Parking Standards.

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

Kyran Schneider
West Sussex County Council – Planning Services