

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Caroline Grist
FROM:	Highways, WSCC
DATE:	19/05/2025
LOCATION:	First And Second Floor, 5 – 11 London Road, East Grinstead, RH19 1AL
SUBJECT:	DM/25/1153 Change of use of Class E commercial, business and service to 2 residential properties (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.

This proposal seeks prior approval for the change of use from Use Class E to residential (C3 Use), to form two one-bedroom flats. The site is located on London Road, a C-classified road subject to a speed restriction of 20 mph in this location.

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 matter 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 traffic flow information has been provided with the current application; however, given that Class E uses tend to generate greater material movements than C3 residential, the LHA does not consider that the development would result in a significant increase in vehicular trips to or from the site. Consequently, no detrimental impact to the capacity of the nearby road network is anticipated as a result of the change of use.

The applicant proposes a nil car parking provision - consequently, parking would have to be accommodated on-street or within nearby paid-for provision. Comprehensive parking restrictions are in place on nearby roads, prohibiting parking in places that would be detriment to highway safety. The LHA does not anticipate that the proposed nil car parking provision would result in a highway safety concern or parking capacity issue in this location, but the LPA may wish to consider the potential amenity impacts on on-street parking.

Weight is given to the fact that the site is situated in a sustainable town centre location within walking/cycle distance of local services, amenities, and public transport links. Due to the location of the development within a sustainable location, it is not considered that occupants would be reliant on the use of a car. The LHA would request that secure cycle parking provision 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.

Kyran Schneider
West Sussex County Council – Planning Services