

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Amy Myer
FROM:	WSCC - Highways Authority
DATE:	24 April 2020
LOCATION:	Ryebank House, Grevatts Lane, Climping, BN17 5RF
SUBJECT:	CM/7/20/PD Prior notification under Schedule 2, Part 3, Class Q for the change of use of agricultural building to dwelling (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 which include up to 5 residential units or extensions to single units accessed from roads that do not form part of the Strategic Road Network (SRN). As such the comments provided by Strategic Planning should be considered to be advice only, with respect to this planning application.

This proposal has been considered by means of a desktop study, using the information and plans submitted with this application, in conjunction with other available WSCC map information. A site visit can be arranged on request.

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.

This proposal is for prior approval for the change of use from agricultural building to two-bedroom residential dwelling. The site is situated on a privately maintained road. Access onto the publicly maintained highway is at the junction with Grevatts Lane, an A-classified road subject to a speed restriction of 40 mph in this location. There are no apparent visibility issues at this junction. An inspection of collision data supplied to WSCC by Sussex Police over a period the past five years reveals no recorded injury accidents attributed to road layout within the vicinity of the junction. Therefore, there is no evidence to suggest the junction at Grevatts Lane is operating unsafely or that the proposal would exacerbate an existing safety concern.

Generally, the change of use from agricultural to residential dwellings 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 current use.

The applicant has not demonstrated vehicular parking provision. The WSCC Car Parking Demand Calculator indicated that a property of this size in this location would require two car parking spaces. There appears to be sufficient space at the site to accommodate vehicular parking. Residents can utilise the private lane to turn and exit onto Grevatts Lane in a forward gear.

The applicant should consider including details of secure and covered cycle storage to make travelling around the local area more viable and sustainable. However, given the sites rural location, it is likely that residents here would use a car as their primary mode of transport.

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 (Local Highway Authority) has therefore considered the proposal on that basis. 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