

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Tamara Dale
FROM:	WSCC – Highways Authority
DATE:	6 August 2026
LOCATION:	119 High Street, Steyning, BN44 3RE
SUBJECT:	DC/26/0953 Change of Use from a bakery, shop and residential flat to 4 no. residential units (3 x 2-bed flats and 1 x 2-bed maisonette) with associated alterations, including a hip to gable roof extension and addition of dormer windows.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

This application seeks the change of use from a bakery, shop and residential flat to four residential units (3 x 2-bed flats and 1 x 2-bed maisonette). The site is located on High Street, a C-classified road subject to a speed restriction of 30 mph.

The site benefits from an existing access onto High Street and an existing access onto Sir Georges Place, an unclassified road subject to a speed restriction of 30 mph. An inspection of data supplied to WSCC by Sussex Police over a period the past five years reveals that have been no recorded collisions within the vicinity of the site. Therefore, there is no evidence to suggest that the existing accesses to the site are operating unsafely or that the proposal would exacerbate an existing safety concern.

No traffic flow information has been provided with the current application; however, Class E uses tend to generate greater material movements than residential. Therefore, the LHA does not anticipate that material movements associated with the site will exceed that of the potential of the existing use.

The applicant proposes four car parking spaces for this development. The WSCC Car Parking Demand Calculator indicates that a development of this size in this location would require at least seven car parking spaces. Therefore, any overspill parking would have to be accommodated on street.

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 shortfall of three car parking spaces would result in a detrimental highway safety impact. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

From inspection of the plans, both existing parking areas are suitably sized for two car parking spaces. The planning statement states that secure, covered cycle parking provision will be provided to promote sustainable travel options.

The site is situated in a sustainable location within walking/cycle distance of local services amenities. Regular buses are available from High Street and cycling is a viable option in the area.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Liz Corcoran
West Sussex County Council – Planning Services