WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Hannah Darley
FROM:	Highways, WSCC
DATE:	04/07/2025
LOCATION:	Truffles, High Street, Henfield, BN5 9DA
SUBJECT:	DC/25/0813 Conversion of the rear cafe (Class E) to form 1no. residential dwelling (Class 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.

Summary and Context

This application is for the conversion of rear café (Class E) to form a single residential dwelling (Class C3). The site is located on High Street, an A-classified road subject to a speed restriction of 30 mph. Following a review of the submitted application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application.

The preceding application at this site, DC/23/0660, sought similar proposals for the conversion of rear café to residential dwelling. The LHA was a consultee for this application, raising no highway safety or capacity concerns. The Local Planning Authority (LPA) refused the application on grounds unrelated to highways, and a subsequent appeal was dismissed.

Content

No vehicular access is associated with this site, whilst pedestrian access will be via an existing access route from High Street. The proposed development is not anticipated to give rise to a material intensification of movements to or from the site.

No vehicular parking is proposed, as per the existing arrangement. The WSCC Car Parking Demand Calculator indicates that a dwelling of this size and location would require two car parking spaces. Therefore, vehicular parking would have to be accommodated on-street.

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 detrimental to highway safety. The LHA does not anticipate that the nil car parking provision would give rise to an adverse highway safety impact or parking capacity issue, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

The site is situated in a sustainable location within walking/cycle distance of local services and amenities in Henfield. Regular bus services from High Street provide regular connections to a variety of destinations. Cycling is a viable option in the area and provision for the storage of bicycles has been provided on the plans.

Conclusion

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.

Kyran Schneider
West Sussex County Council – Planning Services