

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Deborah Lynn
FROM:	WSCC – Highways Authority
DATE:	15 June 2026
LOCATION:	Garage Block Rear Of 34 To 56 America Lane Haywards Heath West Sussex
SUBJECT:	DM/26/1325 Demolition of existing garages and erection of 8 new dwellings (6 x one-bedroom flats and 2 x two-bedroom flats).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the full planning application DM/26/1325 with regards to highway safety and capacity matters. The application is supported by a Transport Report and associated plans.

Background and Site Context

The application site currently comprises a row of 16 largely unused terraced garages. They are located between 34-56 America Lane to the north and properties fronting Boston Road to the south. The application seeks demolition of these garages and erection of 8 nos. new dwellings (Class C3) comprising 6 x one-bedroom flats and 2 x two-bedroom flats. The site was previously subject to a similar planning application in 2021 under application ref: DM/21/2129 which was refused. However, an identical proposal was allowed at appeal under appeal ref: APP/D3830/W/21/3289527 which has now expired.

Access Arrangements

The site is located off the public highway in an area currently used as a private garage compound and service route behind a parade of shops. There are flats above the shops with parking to the rear, and the service road is accessible at both ends from Boston Road, a 30mph residential crescent.

The current width of the access road is 8m, although the placing of refuse bins, and parked cars in its current layout makes this narrower in places. The road surface condition is rutted, and uneven. There are no footways and the road does not form part of the public highway network, nor does it appear to be maintained to any standard. It will not be put forward for adoption.

The layout of the buildings will encroach into the existing access road, and reduce its current width of 8m, down to 3m outside the main flat development. Manual for streets 7.2.3 recommends, in lightly trafficked streets carriageways may be narrowed over short lengths, and 3m would allow a single car

to use the road from end to end. Any issues regarding access rights and ownership would need to be resolved outside of the planning process.

Personal Injury Accident (PIA) Data

An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals there has been a single incident within the vicinity of the site access caused due to driver behaviour. Therefore, there is no evidence to suggest that the existing access is operating unsafely, or that the proposal would exacerbate an existing safety concern.

Servicing and Emergency Access

Swept path diagrams for a medium sized car, fire pumping appliance, and a 7.5t box van have been provided and show that all vehicles can enter and exit the site in forward gear. It also shows how it is possible for the existing car parking on site relating to the parade of shops, can use the access road even when the new development is built.

Parking

The proposal includes provision of 5 car parking spaces. A car parking beat survey was undertaken using approved methods and confirms that whilst parking in the area can seem busy due to the layout of the roads, the parking stress is within reasonable limits and is not near to 85% capacity. As this development would only be seeking 3-5 on street parking spaces, the parking survey provides evidence that this level of additional parking can be accommodated.

The proposal includes provision of 12 cycle parking spaces. The LHA advise that these spaces must be safe, secure and in a conveniently accessible and well-lit location.

Trip Generation and Highway Impact

The increase in dwellings will attract an increase in trips to the site. WSCC has considered this and given these are all flats with 1 or 2 beds, the trips rate will be low and would not cause a severe impact on the operation of the highway network. Based on a TRCIS survey of similar sites the average trip rate for a development of this size would be 19 trips a day, 9 trips in the AM peak, and 9 trips in the PM peak. This is not considered to cause a significant impact on the operation of the highway.

Sustainability

The site is within walking distance of Haywards Heath Train Station, approx. 2km, and there are also regular bus services, the nearest is located on America Lane 100m from the site. A shelter with seating is provided.

Conclusion

The Local Highway Authority (LHA) do 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 (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) minded approving the application, the following conditions should be applied:

Access

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Car Parking

No part of the development shall be first occupied until car parking spaces have been constructed in accordance with the approved site plan. These spaces shall thereafter be always retained for their designated purpose.

Reason: To provide car parking spaces for the use.

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 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.

Construction Plant and Materials

No development shall be commenced until such time as plans and details have been submitted to and approved in writing by the Local Planning Authority showing the site set up during construction. This shall include details for all temporary contractors' buildings, plant and stacks of materials, provision for the temporary parking of contractor's vehicles and the loading and unloading of vehicles associated with the implementation of this development. Such provision once approved and implemented shall be retained throughout the period of construction.

Reason: To avoid undue congestion of the site and consequent obstruction to access.

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West Sussex County Council – Planning Services