

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Hamish Evans
FROM:	WSCC – Highways Authority
DATE:	10 April 2025
LOCATION:	London Quadrant Housing Association Old Farm Close Haywards Heath RH17 7GA
SUBJECT:	DM/25/0707 Conversion and minor external amendments of existing property to form 2no. 1-bedroom flats.
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 is for the conversion and minor external amendments of existing building to form two one-bedroom flats. The site is located on Old Farm Close, in this location, a privately maintained road, as such these comments are for advice only. The nearest publicly maintained highway is at Grainger Close, an un-classified road subject to a speed limit of 30mph.

The site does not currently benefit from an existing access or off-street parking provision and this proposal does not amend the existing arrangement. The WSCC parking demand calculator expects that a development of this size and location would generate a demand for two parking spaces. Parking in the vicinity is primarily restricted to permit holder parking spaces, with limited unrestricted on-street parking available. A parking capacity survey was undertaken by RGP which identified that there appears to be capacity within the surrounding private road network to accommodate parking for the proposal. The applicant would need to make their own enquiries as to the availability of parking permits within the privately maintained road. The LPA may wish to consider the potential impacts of any overspill parking from an amenity point of view. The LHA would not consider that this proposal would result in overspill parking on the publicly maintained highway network.

The site is sustainably located, within an existing residential area with access to a variety of local shops and services nearby. The proposed plans indicate that two cycles stores will be provided to promote sustainable transport methods and reduce reliance upon the private car.

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:

Conditions

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved site plan.

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

Nicola Elliott
West Sussex County Council – Planning Services