

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSCC – Highways Authority
DATE:	18 March 2026
LOCATION:	12 And 14 Eastern Road, Haywards Heath, West Sussex, RH16 3NN
SUBJECT:	DM/26/0502 Two storey rear and side extensions and single storey rear extensions to a pair of semi-detached houses previously converted into four flats, with garden rooms within the rear garden and new parking spaces within the front garden.
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 proposal is for a two-storey rear and side extensions and single storey rear extensions to a pair of semi-detached houses previously converted into four flats, with garden rooms within the rear garden and new parking spaces within the front garden. The site is located on Eastern Road, an unclassified road subject to a speed restriction of 30 mph.

Following an inspection of the application documents, WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application. The LHA previously provided consultation advice for this site for application DM/25/0458, raising no highway safety concerns. This Local Planning Authority (LPA) permitted the application.

The applicant proposes modifying the existing vehicular access on to Eastern Road to allow vehicles to park to the front of the development. The proposed access works will be subject to a licence obtained through the local Highway Area Office and constructed to a specification agreed with the local Highway Area Engineer.

There are no apparent visibility concerns with the existing access. The proposed development is not anticipated to give rise to a material intensification of movements to or from the site.

The applicant proposes six 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 need to be accommodated on street.

The LHA does not anticipate that the proposed shortfall of car parking provision would result in a detrimental highway safety impact, nor give rise to a parking capacity issue. However, the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

From inspection of local mapping, the area to the front of the development would provide suitable space for the proposed parking spaces. However on-site turning may not appear

be achievable, so cars may have to exit the site in reverse gear. However, this is not anticipated to give rise to an adverse highway safety impact, owing to good forward visibility in this location. Neighbouring properties operate similar access arrangements with no known highway safety concerns.

No details have been provided regarding cycle storage. Cycling is a viable option in the area, and the LHA would request secure and covered cycle parking provision being provided if there is space within the site to accommodate this.

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 conditions and informative should be applied:

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space 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 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.

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted because the highway license process considers wider factors than are considered by the Highway Authority at planning stage.

Additional information about the licence application process can be found at the following web page:

<http://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-vehicle-crossovers-for-driveways-licence/>

Liz Corcoran

West Sussex County Council – Planning Services