

Deborah Lynn

From: planninginfo@midsussex.gov.uk
Sent: 04 June 2026 18:47
To: Deborah Lynn
Subject: Mid Sussex DC - Online Register - Comments for Planning Application DM/26/1325

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 04/06/2026 6:47 PM.

Application Summary

Address:	Garage Block Rear Of 34 To 56 America Lane Haywards Heath West Sussex
Proposal:	Demolition of existing garages and erection of 8 new dwellings (6 x one bedroom flats and 2 x two bedroom flats).
Case Officer:	Deborah Lynn

[Click for further information](#)

Customer Details

Address:	Flat 44 America Lane Haywards Heath West Sussex
----------	---

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I am writing to formally object to the proposed demolition of existing garages and the erection of 8 new dwellings at the above location. Having reviewed the application documents, I believe the proposal contravenes several Mid Sussex District Plan (MSDP) policies and fails to meet the criteria for sustainable development. My objections are based on the following material planning considerations: 1. Highway Safety and Emergency Access (Conflict with Policy DP21) The development will result in an unacceptable impact on highway safety. The applicant's Transport Report acknowledges that the layout encroaches into the existing access road, reducing its width to just 3 meters outside the main development. The West Sussex Fire and Water Access Manager clearly stated that a fire appliance requires 3.7 meters between curbs to operate and use equipment safely. The report confirms that the 3-meter road width does not comply with Approved Document - B (AD-B) requirements. 2. Severe Parking Displacement (Conflict with Policy DP21) The application proposes demolishing 16 existing garages to provide only 5 under-croft parking spaces for 8 new dwellings, representing a net loss of 11 parking spaces on the site. The applicant's own Parking Beat Survey confirms that adding the overspill from this development

will push the parking stress on Boston Road to a highly congested 86%. Displacing the existing garage users and failing to provide adequate visitor parking for the 8 new flats will severely exacerbate local on-street parking pressures.

3. Inadequate Drainage Infrastructure (Conflict with Policy DP41)

The site is entirely hard-surfaced, and the developer's Drainage Strategy Report confirms that soakaway tests failed due to thick clay grounds, making infiltration impossible. Consequently, the applicant proposes discharging surface water into the public sewer. However, Southern Water has explicitly stated they will refuse any request to discharge surface water into their 'foul only' sewer network. The current strategy risks inundating the sewerage system, posing an unacceptable flood and environmental risk to the immediate area.

4. Overdevelopment and Poor Standard of Accommodation (Conflict with Policy DP26 and HHNP Policy E13)

Cramming 8 flats into this narrow, linear site represents severe overdevelopment. The constraints of the site are highly evident in the fact that Units 7 and 8 (the studio apartments) have been designed with absolutely zero private external amenity space. This is a direct conflict with Haywards Heath Neighbourhood Plan Policy E13, which mandates that new residential development must provide good quality private outdoor space commensurate with the dwelling. Furthermore, the constrained courtyard spaces proposed for the cycle storage are inadequate.

5. Contamination Risks

The Contaminated Land consultation response highlights the potential for localized contamination arising from historic vehicle maintenance, fuel storage, and incidental spillages across the 16 garages. Given the proximity to existing residential gardens, the cumulative impact of disturbing this site without a fully guaranteed remediation strategy poses a risk to neighbouring receptors. While the applicant relies heavily on the "tilted balance" due to the housing land supply, the National Planning Policy Framework paragraph 11 is clear that development should be refused if the adverse impacts significantly and demonstrably outweigh the benefits. The compromised emergency access, severe parking displacement, unresolved drainage failures, and lack of amenity space clearly demonstrate that this site cannot support the density of 8 dwellings.

6. Severe Compromise of Pedestrian Safety and Sole Access (Conflict with Policy DP21 and DP26)

The unmade service road is not merely a rear access route; it is the sole point of entry and exit for the existing residential flats at 44, 46a, and 48a America Lane. The Local Highway Authority has already noted that "There are no footways" on this road. The applicant's proposal to narrow this critical access route from 8 meters down to a 3-meter pinch-point will force pedestrians to share a highly constrained space with the intensified vehicular traffic generated by 8 new dwellings. This creates an unacceptable pedestrian safety hazard. Furthermore, because this is our only access, any obstruction in this 3-meter chokepoint-whether from construction vehicles, future deliveries, or emergency services-will completely trap existing residents, resulting in an unmitigated loss of residential amenity and safety.

I urge the council to refuse this application.

Yours sincerely,



Kind regards