

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Deborah Lynn
FROM:	WSCC – Highways Authority
DATE:	20 February 2026
LOCATION:	Finches 75 Folders Lane Burgess Hill West Sussex RH15 0DY
SUBJECT:	DM/26/0135 Demolition of existing building and development of 4 dwellings, with associated access and landscaping.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary and Context

This application seeks the demolition of the existing former NHS children's care facility and the development of four dwellings. The site is located on Folders Lane, a B-classified road subject to a speed restriction of 30mph in this location. This application is supported by a Traffic Assessment prepared by GTA Civils and Transport.

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 subject to advisable conditions.

Access and Visibility

The Local Highway Authority (LHA) has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There have been no recorded injury accidents at the access with the public highway, onto Folders Lane. There is no evidence to suggest that the access is operating unsafely, or that the proposed change of use would exacerbate an existing safety concern. The LHA notes that there have been collisions within proximity of the site however these have not been attributed to any pattern of highway defects or road layout concerns

The existing access serving the current property is proposed to remain as currently constructed to serve the four dwellings. The access route varies in width, from a 9m splayed access point to a 3.7m culverted crossover. Then within the site the access route widens then to 4.1m, when passing between the garage assigned to plot one and the eastern site boundary, this will temporarily narrow to 3.2m before opening up again to a 4.1m width. As this route will be a low speed lightly trafficked area, this would be considered an acceptable arrangement.

Visibility splays of 2.4m x 43m have been demonstrated in both directions in accordance with Manual for Streets (MfS) parameters for a 30-mph speed restriction. It has been outlined within the Traffic Assessment that any planting within these splays will be maintained to a height of below 0.6m.

Capacity

In terms of capacity, the Traffic Assessment has provided a comparison of vehicular movements relating to the current permitted use and comparing to that of 4 dwellings.

This has been produced by means of a TRICS analysis. The TRICS assessment outlines that the existing use could generate around 102 two-way vehicular movements per day, with 7 in the am peak period and 5 in the pm peak period. In comparison, the proposal for 4 dwellings would be anticipated to generate 21 two-way movements with 3 being in the am peak and 2 in the pm peak hours.

The movements would therefore not be anticipated to give rise to an adverse impact on the operation of the local highway network, it is accepted that the nature of the movements associated with the site would change; whereas trips for the NHS facility would likely generate movements throughout the day- trips associated with 4 dwellings would likely occur within the network peak times. On balance however, the proposals result in an overall less intensive use and would not be anticipated to cause a highways safety concern.

Parking and Turning

Twelve off-street car parking spaces are proposed, with two car parking spaces being allocated to each plot and four additional visitor parking spaces for the site. Overall, this figure would be in accordance with WSCC Parking Standards for a development of this size and location. From inspection of the plans, the proposed car parking spaces appear suitably sized.

The Traffic Assessment also outlines that cycle parking will be accommodated within garden sheds, however this provision is not shown within associated plans. Provisions must be in accordance with WSCC Parking Standards (two bicycles per dwelling) and can be secured via a suitably worded condition alongside any permission of this proposal.

On-site turning appears achievable for domestic vehicles. It is possible that some delivery vehicles would have the ability to perform a turn on site with a multiple point manoeuvre, which would not be anticipated to cause a highway safety concern given that this will be a slow speed and lightly trafficked internal arrangement.

It has been demonstrated that a fire tender would be able to gain access to the site however shows that to exit the site it would be necessary for the engine to reverse out onto Folders Lane. Although a turn on site facility would be preferable for these vehicles, the LHA considers that Folders Lane is a 30mph road and offers good forward visibility for oncoming vehicles to anticipate and navigate a manoeuvring vehicle within the access. The requirement for this manoeuvre to be undertaken would likely be infrequent and therefore it is not considered that this would cause a severe detrimental effect on the network at this point.

Refuse is to be collected roadside, from a collection point toward the front of the site. Manual for Streets does state that residents should not have to travel over 30m to put bins out and collection vehicles should not have to travel in excess of 25m to collect/deposit bins. This is however a matter of amenity for the Local Planning Authority (LPA) to consider. The applicant is advised to contact the waste disposal authorities to ascertain whether the practise would be acceptable.

Sustainability

The site is situated on the outskirts of the built-up area of Burgess Hill, and Folders Lane does benefit from a footway along the southern aspect providing a walking route into Burgess Hill centre from the site. Local services and amenities in Burgess Hill are considered within cycle distance of the site and bus services are in operation nearby to offer alternatives to the use of a car. Burgess Hill Railway Station is located a 6minute cycle from the site and offers an alternative means for travel further afield.

Conclusion

In summary, 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 is minded to approve the application, the following conditions should be applied:

Conditions

Car parking space (details approved)

No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. 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.

Visibility (details approved)

No part of the development shall be first occupied until visibility splays of 2.4 metres by 43 metres have been provided at the proposed site vehicular access onto Folders Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Jodie Wilkes

West Sussex County Council – Planning Services