

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Watt
FROM:	WSCC – Highways Authority
DATE:	19 December 2025
LOCATION:	Badgers Brook London Road Bolney Haywards Heath West Sussex RH17 5PY
SUBJECT:	DM/25/3059 Demolition of existing dwelling and commercial building, with the erection of 4 x 4 Bedroomed Houses and 2 x 5 Bedroomed Houses
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 demolition of existing dwelling and commercial building, with the erection of 4 x 4 Bedroomed Houses and 2 x 5 Bedroomed Houses. The site is located on London Road, a C-classified road subject to a speed limit of 30mph in this location. Immediately to the north of the access, the speed limit increases to 40mph.

The LHA was consulted on a similar application under ref: DM/22/3169 to which no highways safety concerns were raised. The application was withdrawn by the applicant.

The site benefits from an existing access onto London Road, and visibility appears to be sufficient in both directions, in accordance with the posted speed limit, with splays maintainable wholly within the public highway. The plans indicate that the existing access is to be upgraded and widened to an internal width of 4.5m to allow two vehicles to pass within the site. The access improvements would be subject to a Section 278 agreement with WSCC for which an informative is advised below. The proposal is not anticipated to result in a material intensification of use of the existing access over the potential use of the existing site.

The Design and Access Statement and proposed plans set out the parking provision for the proposed dwellings, providing 5 garage spaces and 12 external parking spaces. Plots 1 and 2 will be provided with a double garage and two allocated external parking spaces each, whilst plot 6 will be provided with a single garage and two allocated external parking spaces. Plots 3, 4 and 5 will be provided with 6 unallocated spaces. The WSCC Parking Demand Calculator expects that a minimum of 9 parking spaces would be required for plots 3, 4 and 5 on an unallocated basis. It is acknowledged that the expected provision would incorporate an element of visitor parking. As such, the parking provision would be considered sufficient for the dwelling use, however there could be a shortfall of parking for visitors. The applicant may wish to increase the unallocated parking provision, to provide a visitor parking space and reduce the possibility of vehicles parking within the internal access route. The LHA would not anticipate that the proposed parking provision would result in a highway safety concern, however the LPA may wish to consider the potential impacts of overspill parking from an amenity point of view.

There appears to be sufficient space on site for vehicles to turn and exit in a forward gear. The plans demonstrate that a fire appliance would also be able to access all dwellings and turn within the site.

A secure and covered cycle store is provided for each dwelling to promote the use of 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 conditions and informative should be applied:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Highways, Refuse, Recycling, Cycle storage and Drainage Layout' and numbered 402.BBHH.102.

Reason: In the interests of road safety.

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 the approved plan.

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

Informative

Works within the Highway – Highway Agreements Team

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Highways Agreements Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Nicola Elliott

West Sussex County Council – Planning Services