

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSCC – Highways Authority
DATE:	11 th August 2026
LOCATION:	Addaction 22 - 24 Sussex Road Haywards Heath West Sussex RH16 4EA
SUBJECT:	DM/26/1779 Change of use of existing building to children's day nursery together with operational works and landscaping to front elevation, single storey outbuilding to rear and use of rear yard for supervised children's play area
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The site currently accommodates a detached, two-storey commercial building which is currently vacant although previously operated as an audiology centre. The proposed scheme comprises the conversion and associated alterations to the site to provide a nursery with capacity for up to 80 children. The proposals are supported by way of a Transport Statement (TS) dated June 2026. The LHA engaged in pre-application discussions with the Design Team in June 2026.

Access to the Site

Access to Sussex Road will be via the existing arrangement with no changes proposed and parking for 2/3 staff. The existing parking area to the rear of the site will be closed following this application. The LHA would advise that no formal drop off facility is proposed onto Sussex Road to discourage illegal parking or stacking during pick up and drop off times.

The LHA has checked the most recently available records for Road Traffic Collisions (RTC). Based on the information available there have not been any recorded RTC's within proximity of the existing point of access onto Sussex Road. In principle, having regard to the previous use and the restrictions that will be in place for the sites access the LHA would not foresee any issues with the existing access arrangements being utilised as part of the application.

Network Capacity

Proposed trip rates supported with Trip Rate Information Computer System (TRICS) outputs and site selection methodology have been provided within the TS. These suggest that the proposals will result in an increase in peak AM and PM hours to the local network, but in each case the additional movements are under 30 movements.

Going further on this point the Design Team has estimated that 50% of trips to and from the nursery would be linked trips – i.e. trips that are being made to this area in any event – with the remaining trips being 'new' trips on the network. Whilst the TS does not provide any firm evidence of this, the figure quoted seems reasonable given the location and other nearby retail and employment opportunities.

After accounting for the effect of linked trips, the TS suggests that net traffic impact of the proposed scheme would be an increase of just 8 two-way vehicle movements during the peak hours and an increase of 14 two-way vehicle movements over the course of a typical day, which is likely comparable to the site's existing use. As such, there is no expectation for this proposal to give rise to any increase or material change over and above what has previously accessed the site.

Accessibility and Travel Plan

The site is well located in this area of Haywards Heath with street lit footways and is situated in a residential within a short walk of the site, including Gower Road, Ashenground Road and Triangle Road. The site is in close proximity to the Franklyn Road car park with a cut through already in place between Sussex Road and the car park.

There is a signal-controlled pedestrian crossing facility (Puffin crossing) located some 40 metres south of the site on Sussex Road, providing access to / from locations on the eastern side of Sussex Road, including the Franklyn Road car park. A footpath connection is then provided from the eastern side of Sussex Road (adjacent to Haywards Heath Baptist Church) that provides direct access to the Franklyn Road car park from Sussex Road, this allows access to pedestrians to not have to route further north in order to access the car park via Franklyn Road.

Although cycling is unlikely to be the main form of transport for parents the local area is also considered conducive to cycling, with a 30mph speed limit and lit residential streets being in-place in close proximity to the site.

The TS commits to a Travel Plan (TP). The purpose of the TP will be to reduce single occupancy vehicle (sov) journeys and improve accessibility by non car modes. This will be encouraged through a range of hard and soft measures. The TP specific measures could include; TP leaflet and information on public transport, key services, walking/cycling maps, promoting car sharing (for staff).

The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

Car Parking

A number of parking surveys are provided within the TS showing available spaces in nearby roads and car parks. The overall summary has been assessed, and the TS's assessments suggests that sufficient parking is available in nearby car parks and roads (where no restrictions apply).

Conclusion

Having regard for the history at the site and the submitted information submitted the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy

Framework (para 115 and 116), and that there are no transport grounds to resist the proposal.

Jamie Brown
West Sussex County Council – Planning Services