

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Peter Davies
FROM:	WSSC – Highways Authority
DATE:	29 July 2026
LOCATION:	13 Beaconsfield Close, Burgess Hill, RH15 9AT
SUBJECT:	DM/26/1646 Change of use - entirely internal to create 3 new dwellings.
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 seeks the change of use, entirely internal to create three new dwellings. The site is located off Beaconsfield Close, a private road, consequently these comments are for your advice only.

The LHA previously provided consultation advice for this site for application DM/25/2880, raising no highway safety concerns and this application was permitted by this Local Planning Authority (LPA).

The site is accessed via a private car park and access that leads onto Beaconsfield Close which is a privately maintained road. Beaconsfield Close adjoins the public highway at London Road, a B-classified road subject to a speed restriction of 30 mph. From inspection of WSSC mapping, there are no apparent visibility concerns with the existing junction on London Road. In addition, the proposed residential development is not anticipated to give rise to a material intensification of use of the existing junction, considering the potential of the existing use.

The applicant proposes three car parking spaces. From inspection of the plans, the proposed car parking spaces appear suitably sized and on-site turning appears achievable.

The WSSC Car Parking Demand Calculator indicates that a development of this size and location would require four car parking spaces. Therefore, any overspill parking would have to be accommodated on-street or within nearby public car parking provision. The LHA does not anticipate that the shortfall of one car parking space would give rise to a highway safety concern, but the LPA may wish to consider the potential impacts on on-street parking from an amenity point of view.

Weight is given to the fact the site is situated in a sustainable location within walking distance of local services/amenities and public transport links. The applicant has demonstrated a cycle store to provide secure cycle parking in accordance with WSSC Parking Standards.

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 are minded to approve the application, the following conditions should be applied:

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.

Liz Corcoran

West Sussex County Council – Planning Services