

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Peter Davies
FROM:	Highways, WSCC
DATE:	18/11/2025
LOCATION:	13 Beaconsfield Close, Burgess Hill, RH15 9AT
SUBJECT:	DM/25/2880 Retention of existing warehouse and creation within it of 3 new dwellings.
DATE OF SITE VISIT:	N/A
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	N/A

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

Summary and Context

This application seeks the retention of an existing warehouse building and creation of three new residential dwellings within. The site is located off Beaconsfield Close, a privately maintained road – as such, these comments should be considered as advice only.

WSCC in its role as Local Highway Authority (LHA) was previously consulted regarding highway matters for this site for application DM/22/2377 (*Demolition of existing warehouse and creation of two new 3 bed detached chalet style houses. Relayed external landscape, bins and cycle stores*), of which no highway safety or capacity concerns were raised. The Local Planning Authority (LPA) permitted the application.

Content

The application site will be accessed via Beaconsfield Close, a privately maintained road. Access to the maintained highway network is at the junction with London Road (B2036). From inspection of WSCC 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.

Three car parking spaces are proposed to serve the site. From inspection of the plans, the proposed car parking spaces appear suitably sized, and on-site turning appears achievable.

The WSCC Car Parking Demand Calculator indicates that a development of this size and location would require four car parking spaces – as such, any overspill parking would have to be accommodated on-street or within alternative 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 that is well accessible on foot, by cycle and by public transport. Local services and amenities are within walking/cycle distance of the site. The LHA would request that secure and covered cycle parking provision be provided for each of the proposed units, in accordance with WSCC Parking Standards, to promote sustainable transport methods.

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 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.

Kyran Schneider
West Sussex County Council – Planning Services