

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joesph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	12 May 2026
LOCATION:	Burgess Hill Northern Arc, Land N And NW Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West
SUBJECT:	DM/25/2640 Reserved matters application to consider access, appearance, landscaping, layout and scale pursuant to application DM/21/3279 (original reference DM/18/5114) for parcel P1.2 comprising of the construction of a primary school with nursery and special support centre, car parking, multi-use games area, playing fields, landscaping and associated infrastructure. (Amended plans received 17.04.2026).
DATE OF SITE VISIT:	16/10/2025 and 23/04/2026
RECOMMENDATION:	Advice / No Objection

This is the second formal response from WSCC Highways and responds to the further information provided within the Transport Statement Addendum.

Consideration of formal control crossing on the EBLR

Following the provision of a Road Safety Audit on the initial proposed changes to the EBLR (Holmbush Avenue) which raised concerns over the proposed crossing and a meeting with the applicant, WSCC advised the applicant to incorporate a controlled crossing.

An updated drawing ref 14176-CRH-XX-XX-DR-H-6180 P4 has been provided showing a parallel crossing provision this would provide pedestrians and cyclists with formal priority over vehicles.

A Stage 1 Road Safety Audit has been undertaken and designers response agreed.

As the crossing is outside the red line boundary of the application. The local planning authority would need to include a suitable delivery mechanism to secure the works via the wider development.

Further details on the capacity of the waiting area in front of the school.

The addendum highlights that the school has previously been moved southwards by 4m to help create a hard paved area of 445m², additional entrances are provided to the east (to serve the nursery/reception/Year 1) and west of the main access.

The applicant also identifies that any future operator could choose to stagger start times or playgrounds could be opened up to support the pickup to reduce demand at the front of the school. Whilst, neither of these measures are currently proposed they could be included in the school travel plan and there is a realistic chance of being implementable should the waiting capacity at the school entrance create issues impacting the operation of the shared use cycle facility or formal crossing.

Parking monitoring strategy and identification of remedial measures.

The provision of a parallel crossing facility and its associated zig zags would prevent car parking or stopping for drop offs outside the school. The transport statement identifies further double yellow lines that could be implemented should parking issues be identified either at a Stage 4 Road Safety Audit stage or a later date. It is recommended that the mechanism to deliver the works is also included in the securing of the crossing.

Vehicle tracking for a coach

Swept Path analysis has been provided and details a coach could utilise the nearby turning head.

Information on the timescales/phasing of the works in relation to wider development including phase 1.7 and 1.8 and the completion of the EBLR.

No additional information has been provided, however, details of the construction phasing would be provided in each RM parcels CEMP.

Cycle Parking Levels

No increase on the cycle parking levels has been provided within the TS. It is recommended that further provision is provided and details of this are secured by condition.

Conclusion

No objection is raised to the application subject to:

Provision of Highway works as shown on plan titled Landscaping Layout External Areas and numbered 6180 P4 prior to occupation.

Delivery of parking restrictions

It is noted that the works are outside the application boundary or Highway Boundary and as such would require alterations to the EBLR application to deliver.

Conditions

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 Proposed Site Access Visibility Splays Isaac's Lan and numbered 6004 P1.

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 plans and details 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.

No part of the development shall be first occupied until a School Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Stephen Gee

West Sussex County Council – Planning Services