

Beaconsfield Close – Accompanying Transport Assessment

1:00 Introduction

The prior approval application being made is for the change of use of the existing warehouse to residential use.

The property in question is the building known as 13 Beaconsfield Close, Burgess Hill RH15 9AT

- 1.1 This Transport Assessment has been prepared to accompany the application for the proposed works.
- 1.2 This report should be read in conjunction with the submitted drawing, statements and forms.
- 1.3 The existing site area is approximately 350 m², with the existing building on the centre of the plot. The rest is mostly parking space or paving.
- 1.4 The existing building is not listed and nor in a conservation area.
- 1.5 The existing footprint of the building will remain unchanged and the proposal does not include any extension to the existing building. Moreover, there is a large area of hard paved surface next to the existing building which currently serves only as a car park.
- 1.6 We have been instructed by the Developers to provide this statement as additional support for the application for the proposed residential development.
- 1.7 The site is located within the Borough of Mid Sussex in an area which is mostly in residential use, but which has a few retail uses nearby. Access to the site is via an agreed right of way through land which also houses a private car park of nearby residents.
- 1.8 Government policy seeks to encourage people to use more sustainable modes of transport by locating new development in areas which are highly accessible by means of transport other than the private car. The proposal site benefits from a good level of accessibility by sustainable modes of transport and a range of local retail facilities are within easy walking distance of the site.
- 1.9 The scope of the proposed development is below the Department for Transport (DfT) threshold of 50 dwellings where a Transport Statement would typically be required. However, this report has been produced in the format of a simple Transport Statement to accompany the change of use (via PD) submission.

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- 1.10 The large expanse of open paved ground just outside the existing building has ample space for parking up to 20 cars. The development will therefore not have a negative effect on local parking.
- 1.11 There are a variety of shops, facilities and services provided within the vicinity, including newsagents convenience stores, cafes, grocers and supermarkets. It can therefore be reasonably concluded that the site is located in a highly sustainable area that is well suited for, and has an established history of, residential use.
- 1.12 There will be no difficulty in bringing cycles on or off the site nor in finding adequate storage space for them. (See accompanying plans).
- 1.13 It is proposed that the site will include up to 3 car parking spaces. The proposed dwelling development is unlikely to attract significantly different levels of traffic during the AM and PM peak hours than the existing warehouse – indeed less.
- 1.14 The number of vehicular trips during the peak hours will remain very low and it can therefore be concluded that the proposed development will have no material impact on the local highway network.

Summary & Conclusion

We can summarise in the following points: The site is,

- a. Located within very easy walking/cycling distance of key services and facilities.
- b. Highly accessible by cyclists, pedestrians and by public transport.
- c. Will have no material impact on the operation of the local highway network
- d. Will have no material parking impact.
- e. Is easily accessible by all vehicle types

Therefore, this report confirms that the site is well suited for residential use and that there are no highways or transportation reasons that would support refusal of the planning application

Ends

October 2025