

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>                 | Mid Sussex District Council<br>FAO: Joanne Fisher                                                                                                     |
| <b>FROM:</b>               | WSSC – Highways Authority                                                                                                                             |
| <b>DATE:</b>               | 11 <sup>th</sup> May 2026                                                                                                                             |
| <b>LOCATION:</b>           | Unit A1, A2 And A3 Consort Way<br>Burgess Hill West Sussex<br>RH15 9TJ                                                                                |
| <b>SUBJECT:</b>            | DM/26/0781<br>Proposal change of use from E(G) to E(D) to allow for the creation of a new Padel Tennis Centre within the recently completed building. |
| <b>DATE OF SITE VISIT:</b> | n/a                                                                                                                                                   |
| <b>RECOMMENDATION:</b>     | No Objection                                                                                                                                          |

### Background

The LHA has been consulted on the above application with regards to any highway safety or capacity matters. The proposer seeks the change of use of the existing 1,346 sqm B2/B8 building at Unit A. The proposals are supported by way of a Transport Statement (TS) dated March 2026.

The LHA has commented previously in recent years on a planning application at the site. The existing access junction was assessed and accepted as part of the planning permission for the recently constructed industrial unit under application DM/24/2970.

### Comments

**Access**-The proposals will continue to use the shared access onto Consort Way which as stated above no concerns have been raised regarding the use of the access and its operation.

**Capacity**-Traffic flow information has been provided with the current application within the TS, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation.

The TA states the following: *"The proposals are forecast to generate approximately eight two-way vehicular movements in the morning weekday local peak hour, 12 two-way movements during the PM local network peak hour, and 212 daily two-way vehicle movements.*

*During the weekend, the proposals would generate approximately 11-12 two-way vehicle trips during the local network peak hours (12:00-14:00) and 14 two-way trips during the operational weekend peak (18:00-19:00). This equates to approximately one vehicle every 4-5 minutes across the network and operational peak hours."*

Based on the TRICS generation with the TS the LHA would not raise any concerns with the continued use of the access as part of these latest proposals. The TRICS assessment has been undertaken in line with TRICS guidelines and the correct site selection criteria have been applied.

**Parking and Layout-** Cycle parking provision will be in line with current LHA guidelines. The applicant has stated 32 parking spaces within their supporting TS. Mindful of the likely vehicle movements the LHA would be satisfied with this amount of parking and given the sites layout this is likely to be the maximum that could realistically be provided.

In terms of site layout, the proposals have been supported by swept path diagrams which will demonstrate the likely types of larger vehicles entering the site. This is included within Appendix B of TS.

The LHA note that some concerns have been raised with regards to parking and access of the shared access way. This is more of a legal matter that should be subject of discussion between the land owners and lease holders on the site; however the LHA would advise that for the benefit of both this development and the adjacent site that share the access, that access for all should be kept clear to allow for access and turning

**Accessibility-**The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for staff and visitors to travel to the site.

**Conclusion-**Having regard for the history at the site and the additional 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 116), and that there are no transport grounds to resist the proposal.

**Jamie Brown**  
**West Sussex County Council – Planning Services**