

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	13 October 2025
LOCATION:	Phase 1c, Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West
SUBJECT:	DM/25/1986 Reserved matters application to consider access, appearance, landscaping, layout and scale for parcels 1.7, 1.7b, 1.8 and OS1.8 comprising: a) Eastern Neighbourhood Centre: Up to 270 residential dwellings and extra care units; commercial floorspace; the community building, the neighbourhood square, cycle and pedestrian connections, parking and associated infrastructure. b) Eastern Parkland comprising open space, multi-use games areas (MUGA), public art, green circle cycle link and associated infrastructure.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information / Modification

The application is for reserve matters for phases 1.7, 1.7b, 1.8 and OS 1.8 of the Northern Arc/Brookleigh development. The proposals are for upto 270 residential dwellings and extra care units, commercial floorspace, community buildings, neighbourhood square and associated infrastructure.

Several pre application meetings in 2023 and 2024 have been attended by the Highway Authority to discuss the application.

Access

The parcels would be accessed of the Eastern Bridge Link Road via simple priority junctions.

The site provides pedestrian and cycle linkages into the wider network including the green superhighway, connections to Fairbridge Way, Issacs Lane and to the plots to the north.

Visibility Splays

Splays in accordance with 30mph for the EBLR or 20mph for the internal network of the development have been provided. Additional splays should be provided including the exit from the apartments parking area. The splays should be provided on plans also showing the green infrastructure. From an initial view the splays onto the EBLR from the mews streets and when exiting the apartment parking area maybe impacted by the trees.

Vehicle Tracking

Refuse Vehicle tracking – The south eastern tracking for a refuse vehicle would appear very tight with little margin for error and requiring vehicles parked exactly within the parking area and a significant overhang of the adjoining footway, whilst the movements would be limited to a weekly collection any opportunity to improve the manoeuvre would be beneficial.

Parking

The site is located within Parking Behaviour Zone 1 as it is an edge of town development however the adjoining plots 1.5 and 1.6 have utilised PBZ 4.

The total parking provision is thought to have been based on PBZ1 (para 6.81 of the TA) however the parking plan states PBZ4. Given the sustainable transport linkages and provision of facilities in the local centre the use of PBZ4 would be considered acceptable.

A total of 386 allocated spaces are to be provided consisting of 322 on plot spaces (primarily tandem parking), 33 garage (counting as 16.5 spaces and provided at the rear of tandem spaces) and 49 allocated parking spaces for the apartments. This would create a significant over provision when compared to the requirements of PBZ4.

Visitor Parking Spaces.

A total of 42 visitor spaces are proposed. Limited visitor parking spaces are provided within the residential elements of the site with the spaces along the EBLR and along the southern spine providing the majority of spaces.

The southern most element of the scheme only has 2 visitor parking spaces for 34 dwellings.

Other Land uses parking includes:

1 Car club space is proposed. (located within the apartment parking area) It is felt a more visible parking space would better support the use of the vehicle.

19 retail/school drop off spaces

5 community centre spaces

31 spaces for the extra care unit

4 substation parking spaces

1 loading bay

School Parking

Whilst the school does not form part of this RM application, the area surrounding the site would be utilised by parents dropping off and collecting children and as such its

consideration now would reduce the potential for future issues when the school RM is received.

The school is well located in terms of future pedestrian cycle and public transport routes and would serve a catchment area of Brookleigh, it is acknowledged that some parents may choose to drive to their children to school. A total of 29 parking spaces could possibly be used by parents including 19 spaces adjacent to the retail and community hub and 10 visitor spaces located within 100 metres of the school access. Some parents may choose to park further afield within the adjoining phases development. There needs to be careful consideration of the provision of parking around schools over providing parking may encourage people to drive to schools and under provision could create safety issues. It is considered the balanced parking provision in the area is acceptable given the provision of appropriate sustainable transport routes.

Cycle Parking

No details are provided on the provision of cycle parking within the public realm serving visitors to the retail units or community centre.

No details have been provided to detail staff cycle parking provision within the retail units, community centre or extra care units.

Cycle stores would be provided within the main apartment buildings. No details on the type of provision within Block A is shown. Block B plans appear to show wall mounted units which would not be usable by all people or for all types of bikes therefore a range of storage provisions including Sheffield stands should be provided.

Cycle Parking for residential dwellings would be provided in cycle stores or within garages.

Phasing

WSSC would wish to see the connection to the south onto Fairbridge Way made at a very early stage of the development to enable both existing residents of existing dwellings and future residents of these phases a more direct route to the south.

The footpath to the east of residential dwellings would appear to provide an opportunity to provide such a link without significantly effecting the construction activities of the southern portion of the site.

Conclusion

Further Information is required on the parking levels, cycle parking provision and visibility splays

Modifications on the spread of visitor parking, and layout with regard to refuse tracking are suggested.

Stephen Gee

West Sussex County Council – Planning Services