

# Technical Note on Layout

Phase 1C, Northern Arc,  
Burgess Hill



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Issue	Issue date	Compiled	Checked	Authorised
DRAFT	02/12/2025	ART	RS	LNS
1 <sup>st</sup>	18/12/2025	ART	RS	LNS

## 1 Introduction

- 1.1 This Technical Note has been created to respond to highways comments raised by WSCC in relation to Phase 1 c of Burgess Hill Northern Arc. This is a 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. This has planning reference DM/25/1986.
- 1.2 WSCC has provided comments on the initial submission through a highway's response issues on 13/10/2025. The full WSCC comments can be found contained in **Appendix A**.

## 2 Response to WSCC comments

2.1 Please see below issues raised by WSCC and response/actions resulting from comment:

1. *WSCC comment: "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."*

Designer's Response: Visibility Splays have been shown for all accesses for 2.4m \* 25m. These areas will be kept clear of any objects over 0.6m and no planting will impede visibility splay. Please see visibility splay layout for the site contained in **Appendix B**.

2. *WSCC comment: "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."*

Designer's Response: This area has been amended to allow for easier refuse vehicle turning movement. This has been provided by localised widening of the road. Please see updated refuse vehicle swept path analysis contained in **Appendix C**.

3. *WSCC Comment: "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."*

Designer's Response: The development site falls within a PBZ1 as identified in the map in Appendix A of WSCC guidance in "Guidance on Parking at New Developments" (September 2020). The site is immediately adjacent to a PBZ4 due to the developments location on the northern edge of Burgess Hill. It is noted that in the consultation response officers at WSCC Highways considered standards for a PBZ4 to be acceptable for the development location.

The scheme will provide parking in accordance with the PBZ1 standard with a total of 386 parking spaces and 42 visitor parking spaces. If the standards for PBZ4 are to be applied, the minimum parking requirement would be for 322 parking spaces. The scheme as designed meets and exceeds the standards for PBZ4 and provides the relevant applicable standards for the PBZ1 which the development is in. Parking provision provided is in accordance with WSCC standards and will not be provided at a level which would discourage use of public and alternative transport.

4. *WSCC Comment: "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."*

Designer's Response: Visitor parking is centralised around the school, community, retail and apartment buildings in the centre of the site as these are the areas most likely to have visitor parking demand. 3 visitor parking spaces have been relocated to private drives adjacent to units 248 and 238 to provide more visitor parking in the southern development parcel. 42 visitor parking spaces are provided in accordance with WSCC standards. This is for 0.2 visitor parking spaces to be provided for each unit. There will be a total of 210 dwellings with allocated parking. The 60 extra care units will not have allocated parking so will not require additional visitor parking spaces.

5. *WSCC Comment: "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."*

Designer's Response: Cycle parking will be provided in accordance with WSCC standards. Cycle parking for the retail units, community centre and extra car units will be provided by Sheffield stands being located in the vicinity.

2.2 No issues were raised in regard to fire appliance accessibility, but this has been updated for consistency due to layout changes. Please see fire appliance tracking in **Appendix D**.

### 3 Conclusion

- 3.1 This Technical Note has been created in response to comments from WSCC Highways in relation to the proposed development of 270 dwellings forming Phase 1c of the Burgess Hill Northern Arc development. This has planning reference DM/25/1986.
- 3.2 The site layout, vehicle swept paths and parking assignment have been amended in accordance with WSCC comments.
- 3.3 Cycle and vehicle parking is provided in accordance with relevant WSCC standards.
- 3.4 The site layout, vehicle swept path analysis and parking provision/assignment has been amended as per WSCC comments and there should be no objection from WSCC on transport grounds for the latest site layout proposals.

- End of Report -

## Appendix A

### WSCC Highways Comments

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Mid Sussex District Council FAO: Joseph Swift
<b>FROM:</b>	Stephen Gee WSCC – Highways Authority
<b>DATE:</b>	13 October 2025
<b>LOCATION:</b>	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
<b>SUBJECT:</b>	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.
<b>DATE OF SITE VISIT:</b>	n/a
<b>RECOMMENDATION:</b>	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

WSCC 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**

## Appendix B

### Site Visibility Splays

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to in this drawing have been assessed from non intrusive surveys. It is the responsibility of the contractor to fully safety carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, engineers drawings and specifications, together with H&S plan requirements.
5. Copyright: This drawing must not be copied, amended or reproduced without the prior written agreement of gta.
6. All drawings, specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



P4	REVISED TO LATEST SITE LAYOUT	02/12/2025	ART	LNS
P3	REVISED TO LATEST SITE LAYOUT	22/07/2025	ART	LNS
P2	REVISED TO LATEST SITE LAYOUT	28/04/2025	ART	LNS
P1	INITIAL ISSUE	17/07/2024	ART	LNS
Rev	Amendments	Issue	Date	Chk
Status PRELIMINARY				
Client THE HILL GROUP				
Architect				
Project PHASE 1C NORTHERN ARC BURGESS HILL				
Title				
VISIBILITY SPLAYS 1 OF 2				
Date	NOVEMBER 2023	Scale	@ A1	1:500
Clients Ref	Project Ref	12824		
 Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel: 01444 871444 Web: www.gtacivils.co.uk				

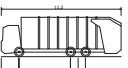


## Appendix C

### Refuse Vehicle Swept Paths

**GENERAL NOTES**

- The location, size, depth and identification of existing services may be shown on the drawing. The contractor shall make appropriate observations & record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the measurements are accurate, any discrepancies shall be notified to gta prior to ordering of materials.
- Order or billing drawings shall not be used for construction or the ordering of materials.
- Do not scale. All dimensions and levels to be site confirmed.
- This drawing shall be read in conjunction with all relevant architects, engineers and surveyors drawings and specifications, together with HSE plan requirements.
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)  
 Overall Length: 11.200m  
 Overall Width: 2.530m  
 Wheelbase: 3.77m  
 Min Body Ground Clearance: 0.304m  
 Track Width: 2.07m  
 Lock to lock: 4.00s  
 Kerb Turning Radius: 9.900m

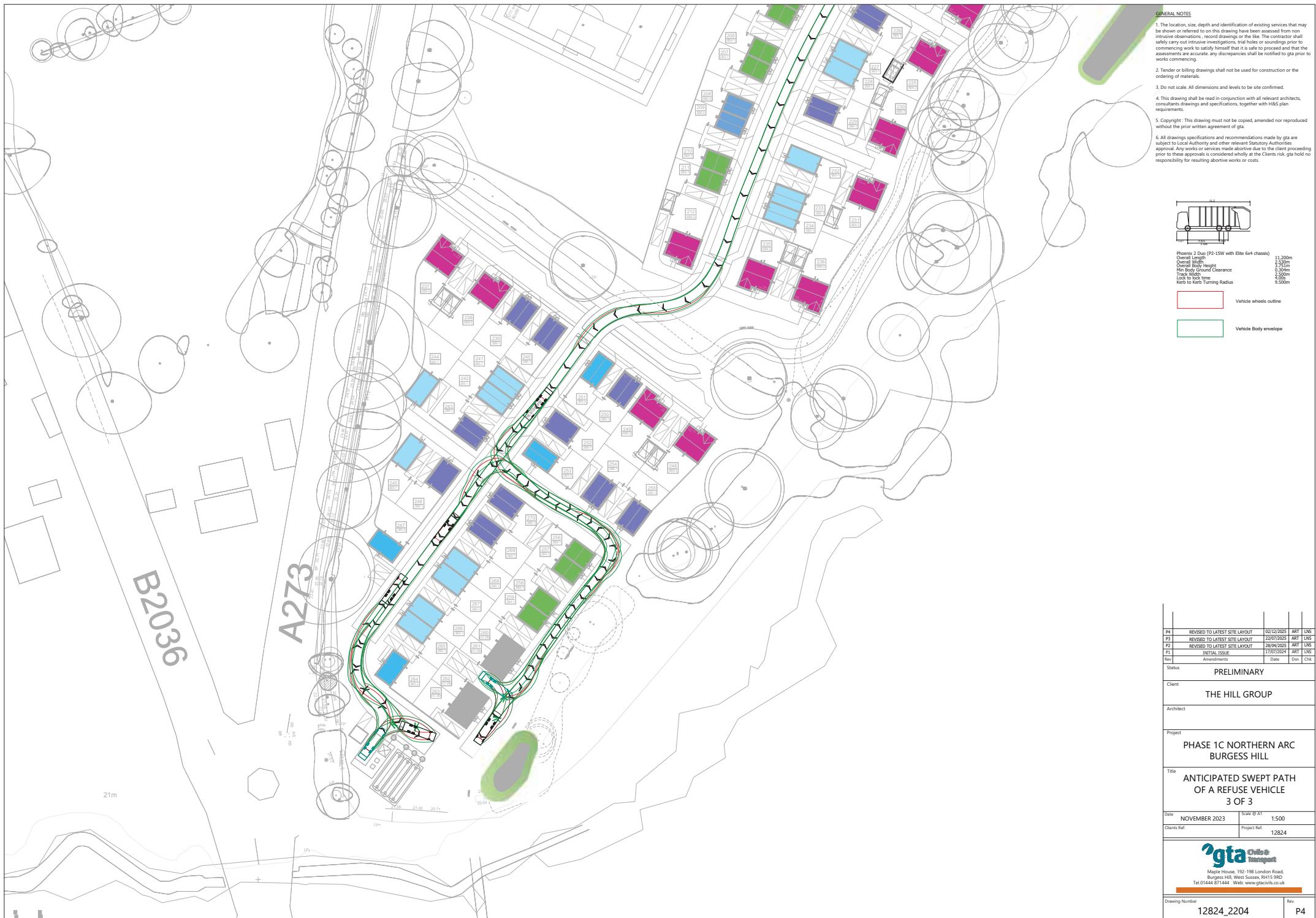
Vehicle wheels outline  
 Vehicle Body envelope



P7	REVISED TO LATEST SITE LAYOUT	02/12/2025	ART	LNS
P6	REVISED TO LATEST SITE LAYOUT	22/09/2025	ART	LNS
P5	REVISED TO LATEST SITE LAYOUT	20/09/2025	ART	LNS
P4	REVISED TO LATEST SITE LAYOUT	17/07/2024	ART	LNS
P3	REVISED TO LATEST SITE LAYOUT	15/02/2024	ART	LNS
P2	REVISED TO LATEST SITE LAYOUT	06/02/2024	ART	LNS
P1	INITIAL ISSUE	22/11/2023	ART	LNS
Rev:	Amendments:	Date:	Unit:	Chk
Status: PRELIMINARY				
Client: THE HILL GROUP				
Architect:				
Project: PHASE 1C NORTHERN ARC BURGESS HILL				
Title: ANTICIPATED SWEPT PATH OF A REFUSE VEHICLE 1 OF 3				
Date:	NOVEMBER 2023	Scale:	@ A1	1:500
Clients Ref:	Project Ref:			12824
 Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD Tel: 01444 871444 Web: www.gtacivils.co.uk				

Drawing Number: 12824\_2200 Rev: P7



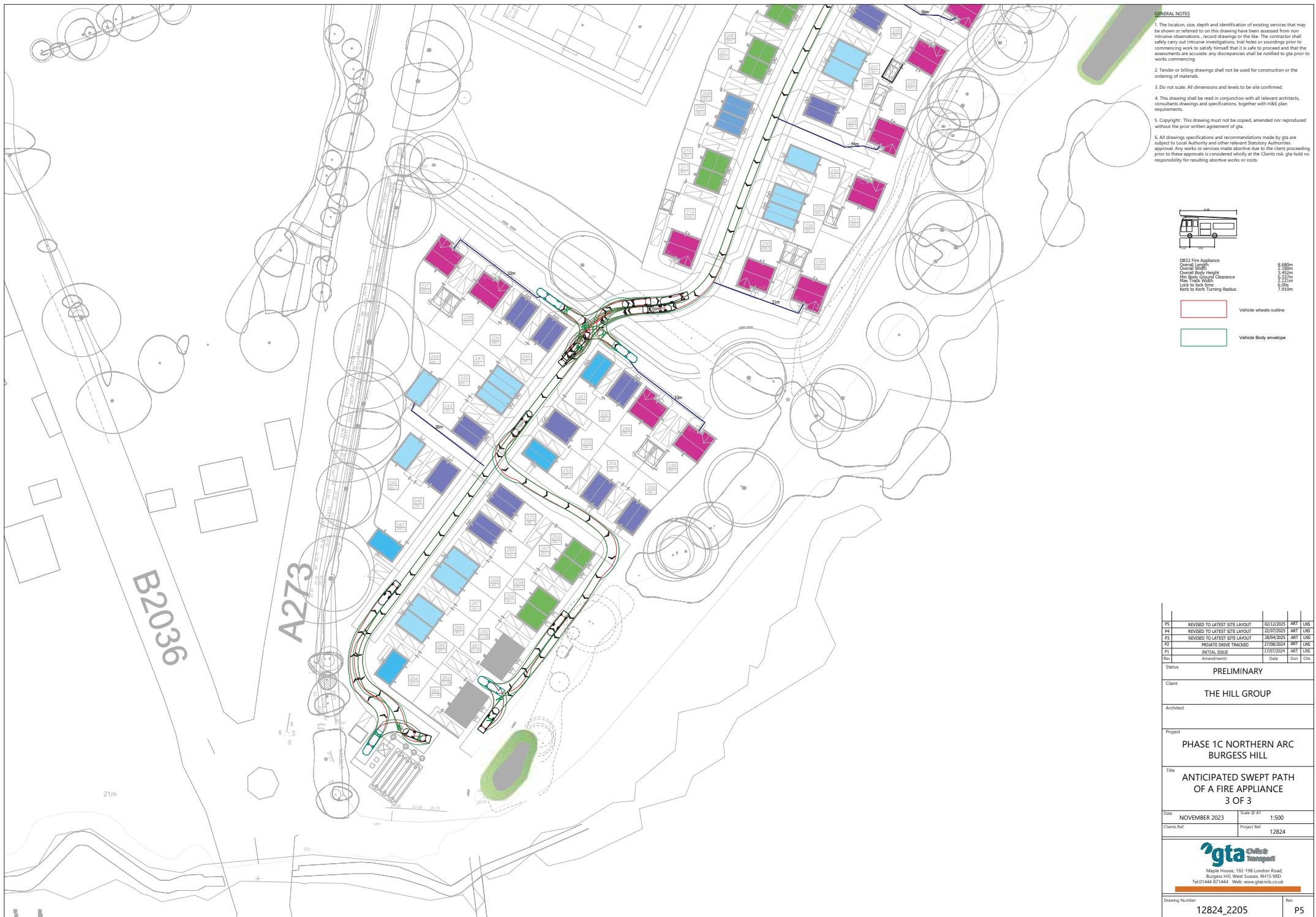


## Appendix D

### Fire Appliance Swept Path Analysis









## Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

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