

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	30 January 2026
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. (Amended Plans received 13/01/2026).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice / Modification /Objection

The applicant has provided a technical note to respond to the previous comments and provided revised vehicle tracking, parking and visibility splay plans.

Parking levels

The development would provide excess parking provision when compared to the requirements of PBZ4. The zone that has been used for the adjoining development plots and which WSCC consider the most appropriate for use in this location. Whilst the over provision of parking would not result in an objection from the highway authority, it does have the potential to discourage sustainable transport habits being developed. The LPA may wish to consider suitability of the use of PBZ1 and its implications on design / density etc in what should be the most sustainable location within the Brookleigh development (given the presence of the primary and secondary school, retail facilities, community facilities, bus routes and cycle routes).

Cycle Parking

The technical note indicates that cycle parking for the retail units, community centre and extra care units will be provided by Sheffield stands being located in the vicinity. The approach is acceptable and should be secured via condition.

Visibility Splays

The visibility splays onto the EBLR have been updated with the green infrastructure. There are a significant number of trees that could impact on the visibility splays and no details have been provided on the species. It is recommended that the trees are relocated or removed. It is noted that the trees are outside of the redline boundary of the application.

A splay would also cross the front of property 46 and as such a restrictive covenant maybe required to keep the splay clear.

Vehicle tracking

The carriageway in the south eastern corner of the site has been widened to enable refuse vehicles to serve the area. It is noted that the refuse vehicle would overhang the carriageway

Visitor Parking Spaces

The note indicates 3 visitor parking spaces have been relocated to private drives adjacent to units 248 and 238 to provide more visitor parking in Parcel 1.8 however a comparison of the parking drawing shows two additional spaces, one opposite 248 and one opposite 266 and the removal of a single visitor space opposite 214. The amendments show an improvement over the previous layout and as such would not form a reason for refusal.

Phasing

No additional information has been provided on the requirement to deliver a connection onto Fairbridge Way at an early stage of the development. WSCC would this as a key requirement to support the proposals.

Interaction with planning app ref DM/25/2640

Through ongoing discussions on the primary school application, it has been identified that there are likely to be amendments to the southern road in proximity to the school given that these would be within the redline boundary for this application the LPA should consider how these would be incorporated

Conclusion

Further information / modification should be provided relating to the visibility splays along the EBLR and the impact of the proposed tree planting. Clarification on the level and changes to the visitor parking provision would also be beneficial.

It is understood the LPA is seeking to determine the application then WSCC Highways would raise an objection to the development as adequate information has not been submitted to satisfy the Local Planning Authority that the proposal is acceptable in terms of the provision of adequate visibility splays and would not therefore give rise to increased hazards to highway users.

Stephen Gee

West Sussex County Council – Planning Services

