

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Clarke
FROM:	WSCC – Highways Authority
DATE:	25 December 2025
LOCATION:	Tate Bros Ltd 21 Victoria Gardens Burgess Hill RH15 9NB
SUBJECT:	DM/25/3134 Retrospective Planning Application for change of use from Use Class B2 (general industrial) to Use Class B8 (storage and distribution).
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

West Sussex County Council (WSCC), in its capacity as Local Highway Authority (LHA), have been consulted on the full planning application DM/25/3134 with regards to highway safety and capacity matters. The application is supported by a Transport Statement (TS) and associated plans.

Background and Site Context

The application seeks retrospective change of use (853sqm) from Use Class B2 (general industrial) to Use Class B8 (storage and distribution). The site was previously subject to change of use application to Sui Generis funeral directors' facility under application ref: DM/23/0680 which was later withdrawn. The site is located along the norther side of Victoria Gardens, within the established Victoria Trading Estate. Victoria Trading Estate is surrounded by properties used as office, light and general industrial uses and for storage (Use Classes E, B2 and B8).

Access and Visibility

The site gains access from Victoria Gardens, via a wide gate-controlled entrance. Victoria Gardens is a two-way single carriageway road, subject to 30 miles per hour speed restriction. There are no parking restrictions of any form along its length. There are no apparent visibility issues at the existing point of access onto the maintained highway. An inspection of data supplied to WSCC by Sussex Police over a period of last five years reveals that there has been no incident reported immediately near to the site access. This indicates the site access has been operating in a safe manner in its current form.

Parking

WSCC's Parking Guidance sets out vehicular parking requirement of 1 space per 100sqm. The scheme proposes to provide a total of 14 parking spaces within its curtilage. Although the provision is slightly higher than the requirement, the Highway Authority are convinced that all of the site's parking needs are met within its curtilage without the risk of overspill parking. Safe and secure cycle parking provision for 3 nos. bicycles is made near to the site entrance.

Sustainable Transport Accessibility

The site is in a sustainable location, being within 200m distance of the nearest bus stops, along London Road and within 1km distance of Burgess Hill train station. The street-lit, well-networked footways surrounding the site are conducive to walking. Many retail units, shops and local amenities are within short walking distances.

Trip Generation and Highway Impact

Given the site's previous use as a B2 General Industrial or of B8 Storage & Distribution, it is not anticipated that the vehicular trips from the proposed use would cause a material impact on the local and wider highway network.

Conclusion

Paragraph 116 of the National Planning Policy Framework (NPPF) states:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The Highway Authority do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network; therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 114 -117, as revised December 2024. Therefore, there are no transport grounds to resist this proposal.

If the Local Planning Authority (LPA) mind to approve the application, the following conditions should be applied:

CONDITIONS

Vehicle Parking

No part of the development shall be first occupied until the vehicle parking spaces have been constructed in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide adequate on-site car parking space for the development.

Cycle Parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the LPA.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

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West Sussex County Council – Planning Services