

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Jo Fisher
FROM:	WSSC – Highways Authority
DATE:	18 th August 2025
LOCATION:	Land At Foxhole Farm Foxhole Lane Bolney West Sussex
SUBJECT:	DM/25/1129 Outline application (appearance, landscaping, layout and scale reserved), for the erection of up to 200 residential dwellings, including affordable housing; a community building (use class F1) encompassing land for education provision, together with associated access, ancillary parking and landscaping; the creation of a vehicular access point from the A272 Cowfold Road, and pedestrian and cycle only access to The Street; and creation of a network of roads, footways, and cycleways through the site; together with the provision of countryside open space, children's play areas, community orchard, and allotments; sustainable drainage systems and landscape buffers. ADDITIONAL INFORMATION received 4th July 2025 concerning landscapes, LVIA, and transport technical notes to address National Highways, WSSC Highways and Landscapes responses and amended outline masterplan, illustrative masterplan and parameter plan on building heights.
DATE OF SITE VISIT:	11 th June 2025
RECOMMENDATION:	No Objection

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposals are for Outline consent for 200 dwellings. The site has a draft allocation for 200 dwellings in the Mid Sussex Regulation 19 District Plan. The site is located in the village of Bolney, within the boundary of Mid Sussex, c.7km to the east of the town of Haywards Heath, c.6.5km northwest of Burgess Hill and c.13km south of Crawley (distances measured at the crow flies from the centre of the site). The site lies directly in between The Street and Foxhole Lane and to the west of the A23, which runs between Crawley and Brighton.

The proposals will be accessed for vehicles from the A272 (Cowfold Road) which in this location is subject to a 40-mph speed limit. The site will have a pedestrian access point onto Foxhole Lane and two pedestrian accesses onto The Street although the detail of the pedestrian access points is a matter for a later reserved matters application. In addition, the applicant proposes a suite of off-site highway works to improve connectivity along The Street. The LHA undertook a site inspection on the 11th June 2025 between 5/6 pm.

The LHA has previously undertaken pre-application discussions with the applicant in 2021 with the applicant's Transport Consultant and this involved the access strategy and consultation for up to 100 homes at the site. The LHA submitted initial comments in July 2025 and requested additional information from the applicant on the following matters:

- Stage 1 Road Safety Audit (RSA) on the access
- Design Audit on the Right Turn Lane
- Consideration of a financial contribution to the road safety scheme
- Transport Assessment (TA) updated to a Vision Led Approach
- Further consideration to the improvements on The Street

The applicant has produced a Transport Assessment (TA) addendum to address the points above and further information on the site's junction capacity.

Stage 1 RSA

The applicant has now submitted the Stage 1 RSA which was submitted in 2023 under the pre-application scope and agreed with the LHA, this was missing from the previous submission. In accordance with the adopted LHA 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Auditor. A Design Team response to the RSA has also been prepared including an additional note from the Auditor within the TA addendum. All matters raised in the RSA have been addressed in accordance with the Auditor recommendations and there are no outstanding matters raised through the audit process. All other comments relating to access would be the same as our previous comments in July 2025.

Design Audit of the Right Turn Lane (RTL)

The applicant has submitted a Design Audit with their latest information. The RTL was initially shown at 3 metres in width, which the LHA's Design Engineer requested was increased in line with Traffic Signs Manual Chapter 5, clause 5.3.3. Following correspondence with the applicant's Design Team the width has been increased to 3.2 metres. Any width greater could potentially see a reduction in visibility over and above what was agreed in 2023 under the pre-application. Drawing ITB16634-GA—005J shows the revised width at 3.2 metres. This is now accepted by the LHA's Design Engineer as an acceptable width for the proposals and likely traffic generation. The RTL and access will be subject to a Section 278 Agreement with the LHA.

Contributions Towards Highway improvements

Further discussions have been held with the applicant and the LHA's Road Safety Group (RSG) over a contribution and scope of the works. The RSG are actively investigating improvements along the A272, particularly between Buckbarn and Bolney. The applicant has agreed a £50,000 contribution for enhancing the A272 around the Foxhole Lane junction. This could cover signs, lines and surface improvements. The figure would be secured within the Section 106 Contribution with the suggested heading being: '**Road Safety Group – A272 Buckbarn to Bolney Route Study**'.

Vision Led TA

- **Sustainable Transport**- Sections 2.4.3 to 2.4.6 provide further clarity and additional information on sustainable access, active travel and public transport opportunities.

- **Vision Led Targets-** Table 2.1 of the TA addendum has been updated with including an assessment of vision led targets demonstrating how Travel Planning can reduce vehicle trips.
- **Travel Plan (TP)** -the submission includes a Framework TP (dated 1st August 2025) and will be updated to a full TP as part of the full submission. Therefore, as a framework TP for this submission the TP is accepted. Some areas of additional detail that a Full TP should provide are in the final part of the TP, specifically the 'Remedial Measures' and what happens if targets are not met. Section 6.5.1 of the TP does indicate further incentives may be provided. The LHA would advise other options such as another round of vouchers/personalised Travel Planning if the site does not reach the target for example. Another area of mitigation to consider is a discount offer for residents for a supermarket delivery to more than one house as another incentive.

Off-Site Improvements

Drawing No. ITB16634-GA-008A has been prepared to incorporate the recommendations for off-site improvements requested by the LHA. In summary the LHA are satisfied with what is proposed and the works will be undertaken in line with a Section 278 Agreement. These will now include the following:

- Northern build-out of tactile paving has now been added. This is now a full footway, as opposed to a 'virtual' footway adjacent to the eastern side of the carriageway.
- Provision of dropped kerbs / tactile paving at the junction of The Street / Paynesfield, to enable access to the bus stop of the northern side of the junction, as well as to the village hall; and
- Bus stop improvements on The Street, which as requested now include the provision of Real Time Information on bus services.

Additional Modelling

The LHA did not raise any concerns with the proposed junction modelling in the original consent; however, the TA addendum notes that local concern has been raised with the site access junction therefore a further assessment has been made.

Having assessed the latest information it's apparent that trips generated by the site quickly disperse across the nearby road network. The modelling assessments demonstrates that the junction would work within theoretical capacity.

As identified previously in our July 2025 comments, the capacity impact of this scheme has already been reviewed and accepted as part of the cumulative TA.

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. Any approval of planning permission would be subject to the following conditions:

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled 'Site Access Arrangement' and numbered ITB16634-GA-005 Rev H.
Reason: In the interests of road safety.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout

the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

INFORMATIVE

The applicant is required to obtain all appropriate consents from West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact the Highway Agreements Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Jamie Brown
West Sussex County Council – Planning Services