

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Andrew Watt
FROM:	WSCC – Highways Authority
DATE:	9 March 2026
LOCATION:	Glebelands Field Lodge Lane, Bolney West Sussex
SUBJECT:	DM/26/0317 A phased development of up to 9 self-build dwellings.
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 permission in principle (PIP) application DM/26/0317 with regards to highway matters for a phased development of up to 9 nos. self-build dwellings. The application is supported by a Planning Statement.

No technical information has been provided with the application; therefore, the comments are in relation to the principle of residential development at this location. Whilst the site location is not sustainable in transport terms i.e. very limited public transport options and no footways which is not unusual in a rural location. The residents / visitors will have to rely on private car. However, given the likely low traffic volumes walking and cycling could be an option for few residents.

No access arrangements have been proposed. Since the site is land locked from other sides, it appears that access to the site will be taken from Lodge Lane. The access will need to be designed in accordance with posted speed or 85th percentile recorded speeds. Turning in and out of the site will need to be fully considered given that Lodge Lane is relatively narrow. Vehicle tracking analysis must be carried out to demonstrate safe access, egress and turning within site. Consideration for pedestrians and cyclists should be included within the design of the vehicular access along with possible connections to any local Public Right of Way (PRoW) network.

As per the application type, details have not been provided with regards to dwelling size (number of bedrooms), or parking provision. At Technical Details Consent stage, the LHA would expect details to be provided demonstrating proposed vehicular access arrangements to the site, sufficient space for parking and turning of vehicles in accordance with WSCC Parking Standards. Sufficient secure and covered cycle storage should also be demonstrated, to encourage sustainable transport methods and reduce the reliance upon the private car. Trip generation analysis ascertained from interrogating the TRICS database should be submitted at Technical Details Stage to estimate the highway impact.

In summary, the LHA is limited in its ability to comment on an application for permission in principle. In principle, the LHA would not raise any objections to an application at this site, subject to the submission of sufficient information at Technical Details Stage.

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West Sussex County Council – Planning Services