

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	13 th March 2026
LOCATION:	Land Parcel At Bolney Road Ansty West Sussex
SUBJECT:	DM/26/0454 Proposed erection of 34 new homes with access from Marwick Close, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Modification

Background

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

The application seeks full planning permission for a development of 34 dwellings with vehicular access taken from an extension of Marwick Close. The site is located to the west of Ansty village centre and immediately adjoins the existing residential properties on Marwick Close and Upton Drive. The highway aspects of the proposals are supported by way of a Transport Statement (TS) dated 9th February 2026.

Stage 1 Road Safety Audit

In accordance with the adopted LHA's 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. The RSA covers the proposed main access and separate pedestrian access. 3 matters have been raised within the RSA and all matters have been accepted by the Design Team. The LHA will require a Microsoft Word editable document to complete and sign off the RSA log sheet.

Access and Visibility

The TS includes Drawing ITB210464-GA-003 which demonstrates the access strategy. Access to the site is proposed via an extension of Marwick Close to the northeast of the site. Marwick Close currently forms a 5.5m shared surface arrangement and the southern end will be extended into the site. The site access carriageway will comprise an initial width of 5.5m and will taper down to 5.0m within the site. It will also form pedestrian and cyclist to the site. This aspect of the access strategy has been assessed by the LHA and is considered acceptable for the requirements of the proposals.

Marwick Close connects with Upton Drive which provides access to Bolney Road (A272). The TS includes visibility splays of 2.4m x 90m to the north and 2.4m x 120m to the south. The LHA has undertaken a check of the latest collision records and there are no recorded at the point of access within a 3-year period.

Pedestrian access is proposed directly onto Bolney Road along the northern boundary to the site. The TS confirms this will be in the form of a 2.0m wide footpath and will be at a consistent 1:20 gradient with a handrail proposed. The LHA would have some concerns

with this arrangement given there is currently not a desire line on the southern side of the carriageway. One option could be to extend the footway past Upton Drive and connect into the existing bus stop on the southeastern side of Bolney Road. This would obviously require a revision to the submitted RSA and a change to the plans. The Design Team are asked to consider this or any other alternative options that can be considered.

Parking and Layout

As the proposals are for a "Full" application the internal layout has been assessed, and the following comments would be provided:

- Internal plans have been supported by Swept Path Analysis (SPA).
- Raised tables provided to reduced vehicle speeds within the development are supported.
- Confirmation if the internal roads will be offered for adoption under a Section 38 Agreement.
- Internal layouts have been designed in accordance with Manual for Streets (MfS) parameters with a mix of shared surface and footways. Minimum dimensions of footways should be 1.8 metres.
- Forward visibility splays should be shown at internal junctions and these areas are to be free of any obstruction. The splays shown should be in accordance with the likely design speed of up to 15/20 mph respectively.
- Drainage of the site should be considered. Is the drainage part of a S104 agreement or will surface water be discharged into swales within the site?
- Car and cycle parking is provided in accordance with WSCC guidance and an electric vehicle charging point will be provided for all dwellings.

Trip Generation

Traffic flow information has been provided with the current application within the TS, this has been provided by the applicant on what vehicular activity currently exists at the site. This information considers the permitted and proposed uses. The traffic flow generation is based upon the use of TRICS. TRICS is a database containing surveys of other completed and occupied developments. The database can be refined to use comparably located site uses to forecast potential traffic generation. TRICS is an accepted means of determining traffic generation. The development is predicted to generate 17 AM peak two-way vehicle trips and 15 PM peak two-way vehicle trips.

This equates to around 1 additional vehicle every 5 minutes on the local network. As such, there is no expectation for this proposal to give rise to any increase or material change in the character of traffic in the vicinity of the site.

Sustainable Transport and Travel Plan (TP)

Section 5.4 of the TS provides information for areas of employment, retail, health and leisure within achievable walking or cycling distance.

The site is within a reasonable walking distance of various facilities in Ansty and bus stops on Bolney Road. Haywards Heath and Horsham can be accessed via the bus service or are a short cycle ride away where further facilities and services can be accessed. Haywards Heath rail station can be accessed via from this point which links to Brighton and Gatwick Airport and untimely London Victoria.

The submitted TP is noted. This accords with the requirements of WSCC. The applicant should note that WSCC apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out

and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

Conclusion

The LHA would seek further clarification on the site's pedestrian access and whether the arrangement could be extended as per the comments in the "Access" section of the report and some clarity on the internal design as highlighted in "Internal Layout" section.

Jamie Brown**West Sussex County Council – Planning Services**