

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steve King
FROM:	WSCC – Highways Authority
DATE:	20 th July 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. Amended plans received 25/06/2026-showing revised layout, reduction in the number of units to 33 and new footway on A272.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The application proposes 33 new dwellings with pedestrian access improvements on the A272. The LHA provided a response in March 2026 and this response is comparable but with some further commentary on the pedestrian access points raised by the LHA.

This response also considers the Transport Appraisal (TA) from Local Residents (dated March 2026) to a number of highway related points at the site which in turn the applicant's Design Team have provided their own representation to this. This LHA response provides a summary of the LHA's assessment of each of these documents and points raised.

Access and Network Capacity

The access to the proposed development as shown meets the requirements for visibility and it has been demonstrated previously the access strategy works in principle and it is acknowledged that the access point on the A272 has previously been accepted by the LHA. No changes are made to the LHA response.

Vehicular trip generation was agreed as part of the original LHA consultation which considered 34 dwellings with the site now proposing reduction to 33 dwellings. Accounting for the above, it's apparent that trips generated by the site quickly disperse across the nearby road network. The assessments within the original Transport Assessment demonstrated that the junction would work within theoretical capacity for 34 dwellings. No concerns would therefore be raised to the reduced number of dwellings.

Proposed Footway

Changes have been made to the pedestrian access strategy in accordance with the LHA comments from March 2026. The changes have been made with in discussion with the Design Team and the Local Planning Authority (LPA). The application now includes the

provision of a new footway which will be 1.5m wide, along the southern side of Bolney Road. This is sufficient to accommodate a wheelchair user passing a pedestrian. Double height kerbing is proposed along the carriageway edge with a 2.5% cross fall and treated timber edging at the back of the footway. This footway will link to the existing southbound bus stop and existing footway provision to the north with dropped kerbs and tactile paving provided at the Upton Drive junction. The LHA would be satisfied that the comments previously raised have been addressed. The pedestrian footway would be delivered through a Section 278 Agreement with the LHA.

Stage 1 Road Safety Audit (RSA)

The original consultation included an RSA, which the LHA passed comment on. Having assessed the information within this latest submission there does not appear to be a revised RSA considering the revisions to the pedestrian access strategy (as outlined in the section above). This needs to be provided at the planning stage.

Accessibility

Whilst the site location has been previously acknowledged by the LHA. The TA's critique focuses on the site's location. Of note is the site's village location which provides access to some day-to-day services within the village. As outlined in the section above the LHA has sought sustainable transport improvements to the proposals that are proportionate to the development proposed.

Whilst the site does benefit from having amenities within walking distance from the village, future residents would be reliant on the use of the private car for services and amenities further afield.

It is also important to note that the documents referred to are guidance and therefore should be read in that context with each application site. In some circumstances there is a degree of professional judgement that needs to be taken to assess the proposals in each location and in this instance the proposals are appropriate given the likely use.

Ultimately, it is the LPA's decision to consider aspects of sustainability/accessibility as part of their decision-making process, though the LHA does not consider an objection should be raised on these grounds in line with National Planning Policy Framework (NPPF) guidance.

Layout and Parking

Comments relating to internal access and parking are as previously advised in March 2026 by the LHA.

Conclusion

The LHA would seek sight of the RSA on the revised Access Strategy that includes the pedestrian footway. Following assessment of this we can issue a formal recommendation on the proposals.

Jamie Brown
West Sussex County Council – Planning Services