

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Susan Dubberley
FROM:	WSSC – Highways Authority
DATE:	2 September 2026
LOCATION:	Land At Bolney Grange Industrial Park, Jobs Lane, Hickstead, West Sussex
SUBJECT:	DM/26/2060 Reserved Matters application for the approval of the details of the appearance, landscaping and scale of the site.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

The application seeks approval of Reserved Matters relating to Appearance, Landscaping and Scale pursuant to Outline Planning Permission DM/23/3208. Matters relating to Access and Layout have previously been approved and do not form part of the current application.

The submitted details do not adversely affect highway safety, visibility, pedestrian movement, or the operation of the approved access arrangements.

- Visibility – the new access is taken from the private industrial estate road. Internally visibility at junctions should be in line with the speed limit of these roads. As they are in private ownership this will be dictated by the landowner/management company.
- Highway safety – the shared use cycle pedestrian route through the site connects into the site from Jobs Lane. This provides an off road cycling /walking route to the shared use route along the A2300, providing connections to the Hickstead services to the west and Burgess Hill to the east.
- Dropped Kerbs should be provided where the footway meets the carriage way so cyclists and pedestrians can move on and off the carriageway and to support mobility or visually impaired users.
- Active travel - A shared-use cycle path should have a minimum width of 3 metres for light use, increasing to 4.5 to 5 metres or more for heavier pedestrian or cyclist traffic.
- Where the cycle path joins the parking and access roads in the industrial estate it is important there are dropped kerbs or a flush surface to allow the cyclist/pedestrian to continue
- Cycle Storage - The plans show cycle storage provided in all of the car parking areas. These are located in positions close to the units and it would appear these are Sheffield stands providing up to 6 bicycles in each shelter. These should be covered.

In summary the above details provide a development which is focused on connecting its employees to the wider environment and as such the provision of a shared use cycle path will help to encourage more walking and cycling in and out of the site. These issues do not materially affect highway interests and therefore no objection is raised.

Alison Meeus
West Sussex County Council – Planning Services