

N03 - Highways Response Note

Site: Land at The Byre, Bolney
Prepared by: WMC
Approved by: PB
Date: 1 September 2026

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1.0 Introduction

- 1.1 This Highways Response Note has been prepared on behalf of Shire Barn Developments to address comments and requests for further information received from West Sussex County Council as Local Highways Authority following submission of a planning application (LPA Reference: DM/26/1560) relating to a proposed residential development on land at The Byre, Bolney (herein after referred to as 'the site').
- 1.2 The development proposals comprise the following:
"Erection of 5 detached dwellings houses outbuildings, including new garage to serve The Byre."
- 1.3 West Sussex County Council as Local Highways Authority raised a number of comments, included within **Appendix A**, relating to the access junction road and access road, as well as the proposed refuse collection strategy. This Highways Response Note has been prepared to address each comment accordingly.

2.0 Existing Access Road Width

- 2.1 West Sussex County Council as Local Highways Authority state the following with regard to the existing access road width:

"The proposal relies entirely upon the existing private access. The Transport Statement confirms that the access narrows to an absolute minimum width of approximately 3.1 metres for around 50 metres, with the remainder varying between approximately 3.7 metres and 4.5 metres. The applicant concludes that forward visibility along the access is sufficient to overcome the restricted width. Although the Transport Statement refers to forward visibility along the access, it does not demonstrate how drivers approaching from opposite directions will identify one another early enough to utilise any available wider sections of the drive.

Given the access narrows to approximately 3.1 metres for around 50 metres, the Highway Authority is not satisfied that the submitted information adequately demonstrates how opposing traffic will safely pass without one vehicle reversing.

The access serves existing residential properties in addition to the proposed development. The Highway Authority is concerned that the Transport Statement does not assess the cumulative use of the access by existing and proposed residents, visitors, deliveries, servicing/ emergency vehicles, as well as pedestrians. Whilst the additional trip generation associated with five dwellings may be relatively modest, the constrained nature of the access means the operational characteristics of the access are likely to be more significant than the overall traffic generation.

The applicant should therefore provide:

- ▶ *A vehicle interaction assessment;*
- ▶ *Details of any formal passing places;*
- ▶ *Swept path analysis demonstrating two-way operation between resident vehicles, service vehicles and emergency vehicles."*

- 2.2 The site layout has been updated to increase the carriageway width to 4.6 metres adjacent to the retained store and garage and, as such, the access track now only measure 3.1 metres in width for approximately 30 metres. The updated site layout plan is included in **Appendix B**.
- 2.3 The submitted Transport Statement includes a drawing which illustrates 55 metres of forward visibility between a car turning left into the site access and a car situated to the east of plot 1 travelling eastbound towards the site access. An additional drawing included in **Appendix C** demonstrates two large cars, measuring 4.8 metres in length, travelling in opposite directions along the internal access road. A large car turning into the site access benefits from approximately 50 metres of forward visibility along the site access road, by which point the internal access road measures 4.5 to 4.6 metres in width which can accommodate two large cars passing. As such, drivers approaching from opposite directions can identify one another and utilise the section of 4.5 metre carriageway width across the plot frontages in order to pass one another in an appropriate manner.
- 2.4 Assuming a vehicle travels at 10 miles per hour into the site access, this would require a vehicle navigating east from the site onto The Street to wait five to six seconds in order to allow for a westbound vehicle to pass before exiting which, within the context of the internal access road and quantum of development, is not considered a significant amount of waiting time.
- 2.5 In addition to the above, the drawing included in **Appendix D** demonstrates a large car and a pumping appliance exercising the same movements as outlined above and confirms that the section of the access road fronting the properties can accommodate a large car and a pumping appliance passing.

3.0 Access Junction Onto The Street

- 3.1 West Sussex County Council as Local Highways Authority state the following with regard to the existing access junction:

"During the Highway Authority's review of the existing access arrangements, it is noted that the site is accessed via a constrained private entrance bounded by substantial historic brick and flint walls immediately adjacent to The Street. These walls significantly restrict the available turning envelope for larger vehicles entering and leaving the site. Whilst visibility splays may comply with Manual for Streets for the current 20mph speed limit, the Highway Authority remains concerned that the practical operation of the access has not been fully demonstrated. In particular:

- ▶ *Vehicle waiting positions where opposing vehicles meet close to the site entrance; and*
- ▶ *Interaction between vehicles entering and leaving simultaneously;*

Further vehicle tracking illustrating these scenarios should be provided."

- 3.2 The drawings included in **Appendix E** illustrate additional swept paths of a large car, measuring 4.8 metres in length, entering and exiting the site simultaneously, as well as vehicle waiting position where opposing vehicles meet at the site access junction. The analysis concludes that there is sufficient space for vehicles to wait within the site in close proximity to the access and accommodate vehicles entering and exiting simultaneously.

4.0 Refuse Collection

- 4.1 West Sussex County Council as Local Highways Authority state the following with regard to refuse collection:

"The Transport Statement confirms that refuse vehicles cannot enter the site due to the constrained access and instead proposes communal bin collection adjacent to The Street or the possibility of private refuse collection."

The Highway Authority recommends that the Local Planning Authority consults the Waste Collection team to confirm that the proposed collection arrangements are acceptable and capable of long-term operation. There is very limited space on the access road or The Street to accommodate bins being brought down to a collection area on bin days by residents."

- 4.2 A bin store is to be provided adjacent to The Byre, as previously illustrated on the site layout plan included within the submitted Transport Statement. The bin collection point is situated approximately 15 metres west of the site access junction and is therefore positioned within a suitable drag distance of 25 metres for refuse collection personnel.

5.0 Summary and Conclusions

- 5.1 This Highways Response Note has been prepared on behalf of Shire Barn Developments to address comments and requests for further information received from West Sussex County Council as Local Highways Authority following submission of a planning application (LPA Reference: DM/26/1560) in relation to a proposed residential development on land at The Byre, Bolney.
- 5.2 West Sussex County Council as Local Highways Authority raised a number of comments in relation to the operation of the site access junction and the internal access road. This Highways Response Note demonstrates the site access and internal access road can accommodate two-way vehicle movements where necessary, as well as confirm the position of the proposed bin store within the site. As such, it is therefore concluded that this no reason as to why the proposed development should be resisted on traffic or transportation grounds.

Appendix A

West Sussex County Council Consultation Response

From: Emma Avis <Emma.Avis@westsussex.gov.uk>
Sent: 24 July 2026 17:25:30 UTC+01:00
To: "planninginfo" <planninginfo@midsussex.gov.uk>
Subject: WSCC Consultation Response from County Highways - Planning Services - DM/26/1560

TO:	Mid Sussex District Council - The Local Planning Authority (LPA) Planning officer: Deborah Lynn
FROM:	West Sussex County Council (WSCC) – The Local Highway Authority (LHA) - Consultee to the LPA Planning officer: Emma Avis
LOCATION:	Land To The Rear Of The Byre The Street Bolney Haywards Heath West Sussex RH17 5PG
SUBJECT:	DM/26/1560 - Erection of 5 detached dwellinghouses and outbuildings, including new garage to serve The Byre.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	More Information Required

The Highway Authority has reviewed the submitted Transport Statement and proposed site layout and acknowledges that the proposed development would generate a relatively limited number of additional vehicle movements. However, the Highway Authority is not currently satisfied that sufficient information has been provided to demonstrate that safe and suitable access can be achieved in accordance with Paragraph 116 of the National Planning Policy Framework and Policy DP21 of the Mid Sussex District Plan.

The Highway Authority has the following concerns:

Existing Access Road Width

The proposal relies entirely upon the existing private access. The Transport Statement confirms that the access narrows to an absolute minimum width of approximately 3.1 metres for around 50 metres, with the remainder varying between approximately 3.7 metres and 4.5 metres. The applicant concludes that forward visibility along the access is sufficient to overcome the restricted width. Although the Transport Statement refers to forward visibility along the access, it does not demonstrate how drivers approaching from opposite directions will identify one another early enough to utilise any available wider sections of the drive.

Given the access narrows to approximately 3.1 metres for around 50 metres, the Highway Authority is not satisfied that the submitted information adequately demonstrates how opposing traffic will safely pass without one vehicle reversing.

The access serves existing residential properties in addition to the proposed development. The Highway Authority is concerned that the Transport Statement does not assess the cumulative use of the access by existing and proposed residents, visitors, deliveries, servicing/ emergency

vehicles, as well as pedestrians. Whilst the additional trip generation associated with five dwellings may be relatively modest, the constrained nature of the access means the operational characteristics of the access are likely to be more significant than the overall traffic generation.

The applicant should therefore provide:

- a vehicle interaction assessment;
- details of any formal passing places;
- swept path analysis demonstrating two-way operation between resident vehicles, service vehicles and emergency vehicles.

Access Junction onto The Street

During the Highway Authority's review of the existing access arrangements, it is noted that the site is accessed via a constrained private entrance bounded by substantial historic brick and flint walls immediately adjacent to The Street. These walls significantly restrict the available turning envelope for larger vehicles entering and leaving the site. Whilst visibility splays may comply with Manual for Streets for the current 20mph speed limit, the Highway Authority remains concerned that the practical operation of the access has not been fully demonstrated.

In particular:

- vehicle waiting positions where opposing vehicles meet close to the site entrance;
- interaction between vehicles entering and leaving simultaneously;

Further vehicle tracking illustrating these scenarios should be provided.

Refuse Collection

The Transport Statement confirms that refuse vehicles cannot enter the site due to the constrained access and instead proposes communal bin collection adjacent to The Street or the possibility of private refuse collection.

The Highway Authority recommends that the Local Planning Authority consults the Waste Collection team to confirm that the proposed collection arrangements are acceptable and capable of long-term operation. There is very limited space on the access road or The Street to accommodate bins being brought down to a collection area on bin days by residents.

Conclusion

The acceptability of the proposal is governed less by the volume of additional traffic generated and more by whether the existing constrained access can safely and efficiently accommodate vehicle movements associated with the proposed development alongside existing users.

Whilst the scale of development is relatively modest and the forecast traffic generation is limited, the Highway Authority is not currently satisfied that sufficient evidence has been provided to demonstrate that the constrained shared access can safely accommodate the additional traffic associated with the proposed development.

Further information is therefore required addressing:

- operation of the narrow access width;
- passing arrangements;
- interaction with existing users;
- detailed vehicle tracking along the access and access point;
- confirmation from the Waste Collection Authority regarding refuse collection arrangements.

Until this information has been provided and assessed, the Highway Authority is unable to conclude that safe and suitable access has been demonstrated.

Emma Avis (MCIHT) - Planner County Highways (Development Management) - Planning Services

LEGAL DISCLAIMER

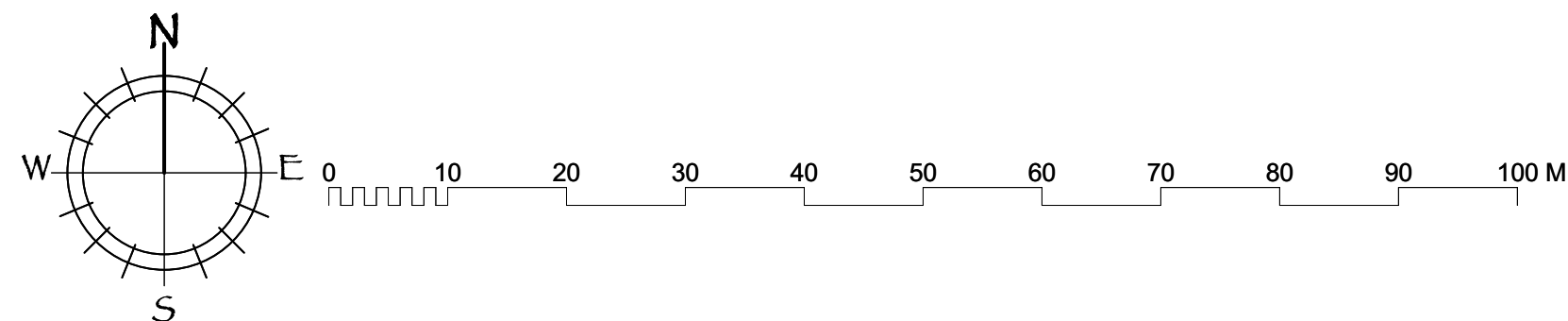
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Appendix B

Updated Site Layout Plan



SITE PLAN 1:600



Rev	Date	Description
E	1.9.26	Access road widened to 4.6m
D	30.7.26	Red line amended to stable store area
C	11.5.26	Red line amended to bin collection area

Client	SHIRE BARNS LTD
Project	LAND AT 'THE BYRE' THE STREET BOLNEY
Drawing	PROPOSED SITE PLAN

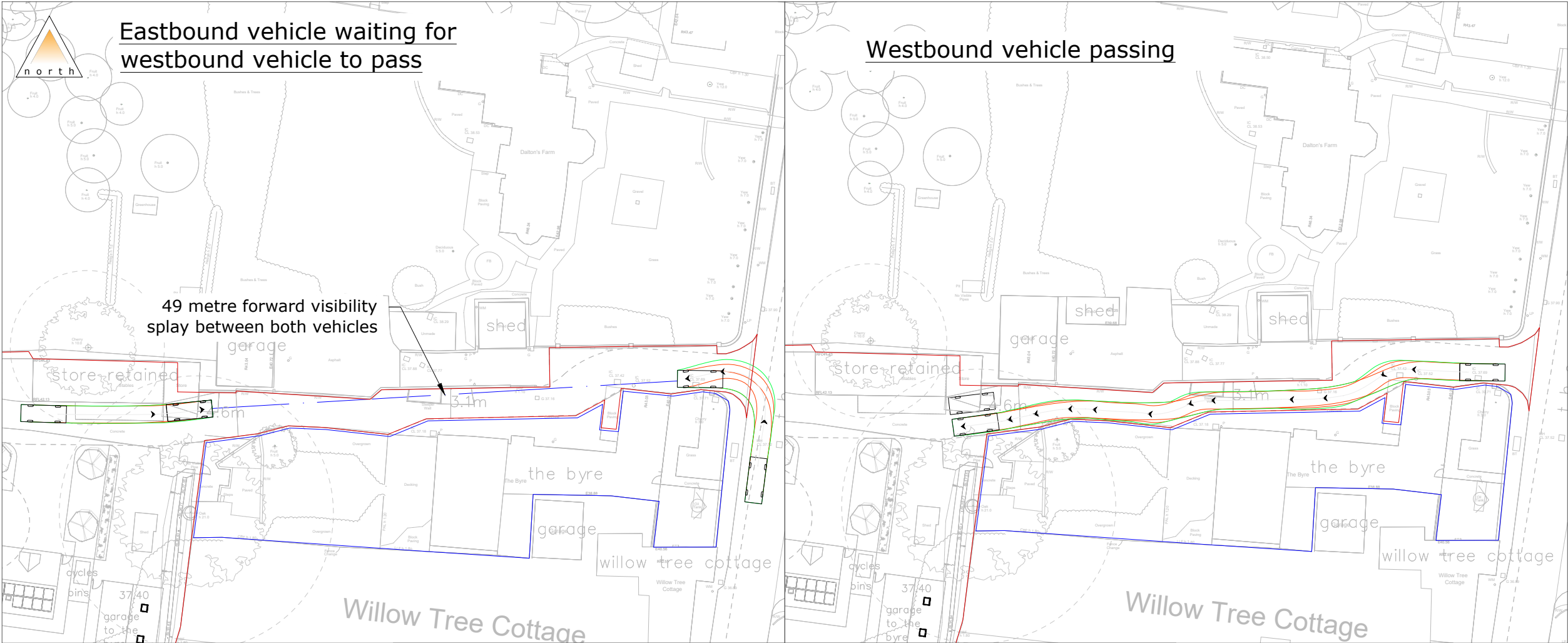
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Drawing No.	Revision	

327-P3 E

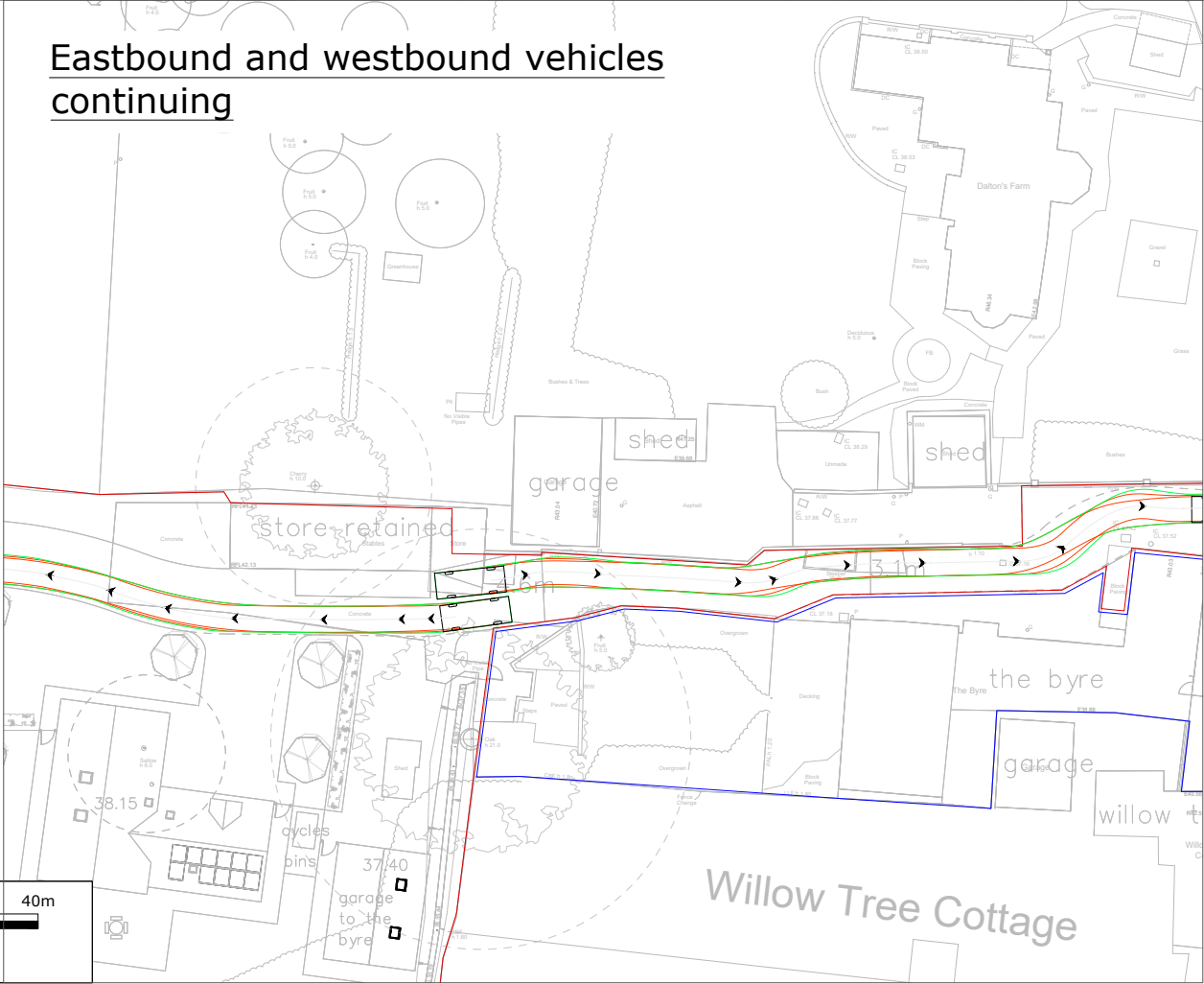
Appendix C

Swept Path Analysis – Large Cars Passing

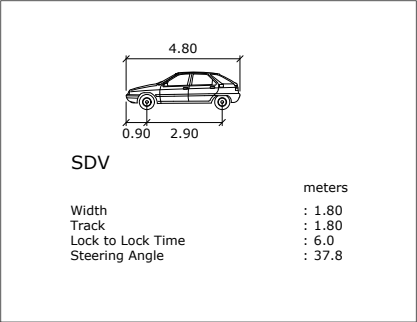
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Eastbound and westbound vehicles continuing



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on topographical survey information, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.
 4. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



A	Updated Site Layout	EP	WMC	PB	01/09/2026
-	First Issue	EP	WMC	PB	11/08/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Shire Barn Developments

Project:
Land at The Byre, Bolney

Title:
Swept Path Analysis
Internal Two-Way Car Movement

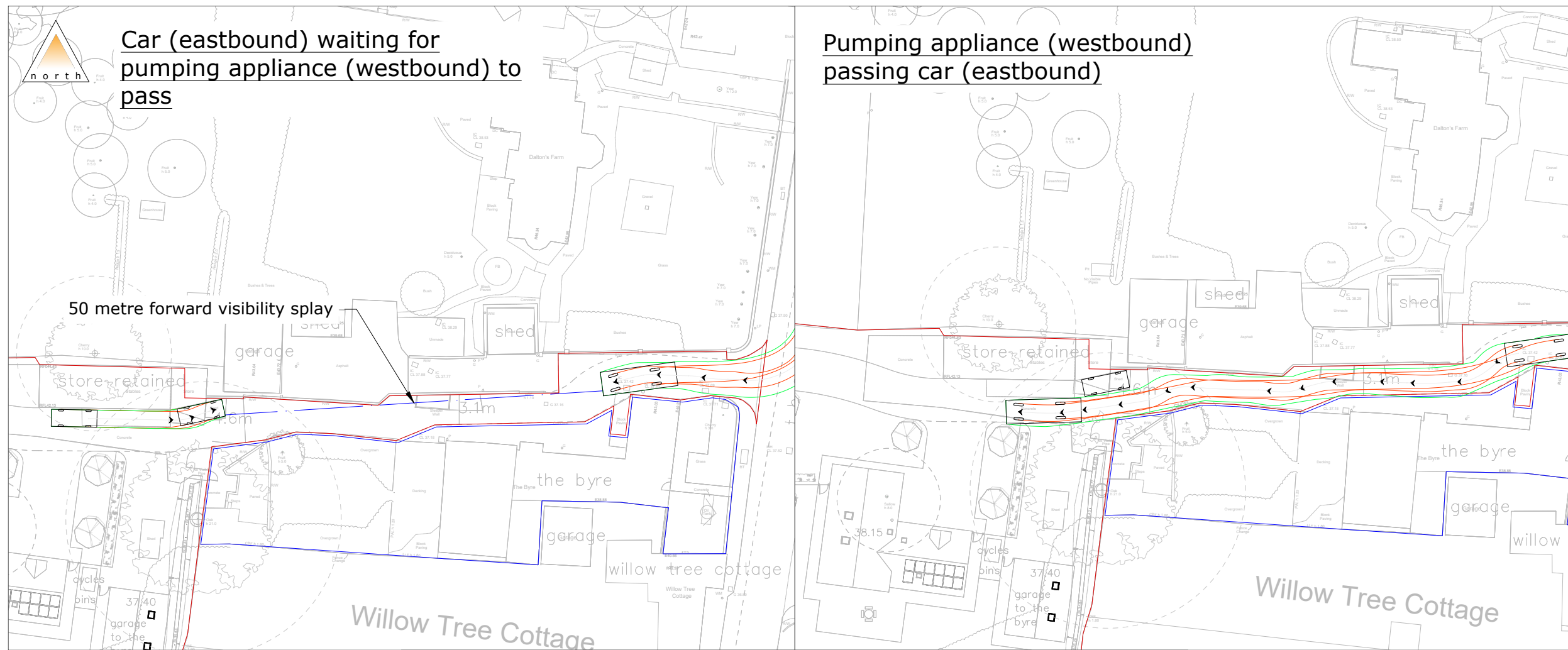
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Drawing:
2101022-TK05

Revision:
A

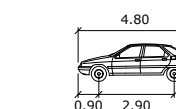
Appendix D

Swept Path Analysis – Large Car Passing Pumping Appliance



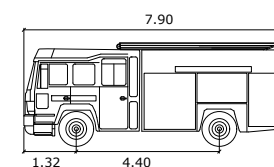
Notes

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SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Pumping Appliance
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

A	Updated Site Layout	EP	WMC	PB	01/09/2026
-	First Issue	EP	WMC	PB	11/08/2026
Rev.	Description	Drn	Chk	App	Date

Drawing Status:

FOR PLANNING
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Guildford - Reading - London
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Client:

Shire Barn Developments

Project:

Land at The Byre, Bolney

Title:

Swept Path Analysis
Large Car and Pumping Appliance
Internal Two-Way Movement

Scale: 1:500 (@ A3)

Drawing:

2101022-TK08

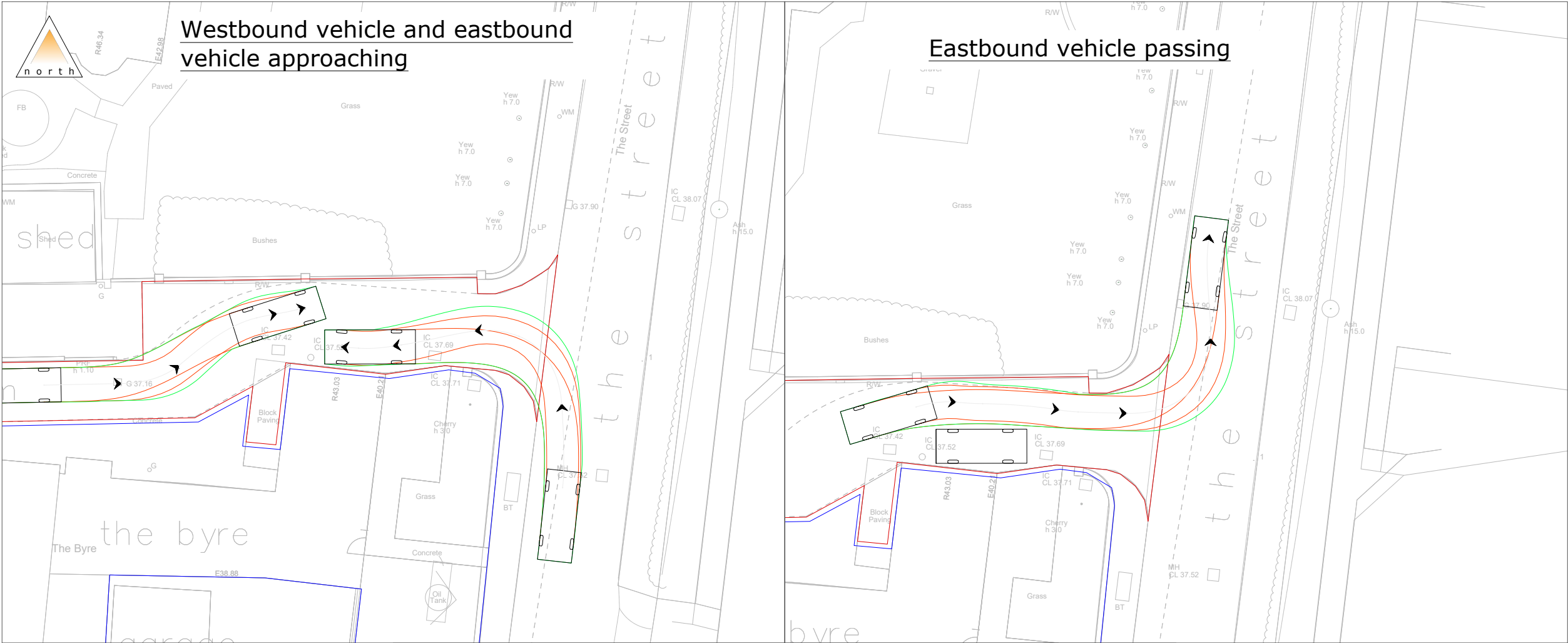
Revision:

A

Appendix E

Swept Path Analysis – Large Cars Passing at Access

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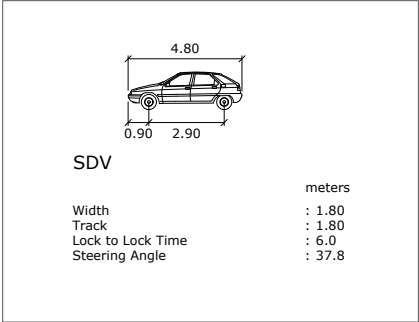


Eastbound vehicle passing

Westbound vehicle and eastbound vehicle approaching

Eastbound and westbound vehicles continuing

- Notes
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A	Updated Site Layout	EP	WMC	PB	01/09/2026
-	First Issue	EP	WMC	PB	11/08/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Shire Barn Developments

Project:
Land at The Byre, Bolney

Title:
Swept Path Analysis
Two-Way Car Movement
Option One

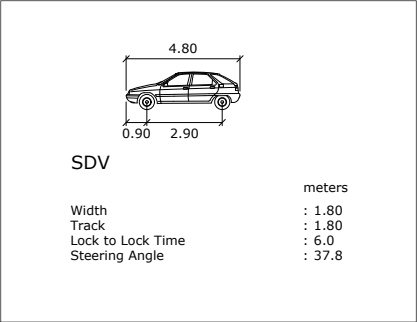
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Drawing: 2101022-TK06 Revision: A

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- Notes
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A	Updated Site Layout	EP	WMC	PB	01/09/2026
-	First Issue	EP	WMC	PB	11/08/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Shire Barn Developments

Project:
Land at The Byre, Bolney

Title:
**Swept Path Analysis
Two-Way Car Movement
Option Two**

Scale: 1:250 (@ A3)

Drawing:
2101022-TK07

Revision:
A