



Dear Mr. King,

Planning Application Ref: DM/26/0454

Proposed Erection of 34 New Homes with access from Marwick Close.

I write in **objection** to this planning application by Devine Homes Ltd.

The tokenistic reduction from 34 to 33 dwellings does nothing to address the criticisms of the previous application that I detailed in my letter to you of the 17th March 2026. Those comments are still relevant to this application and there is no need for me to repeat them here. I attach a copy of that letter for your information. These latest plans do not address those fundamental issues. I maintain my objection to this planning application.

In the interim there has been a very recent appeal decision that supports mine and other village residents' objections. Our appointed planning consultants, the Rural Planning Group, are writing to you on our collective behalf and will set out those issues in detail in that correspondence.

In summary my objections remain:

- Principle of development. The proposed development does not constitute a sustainable form of development in this location and does not comply with Planning Policies set out within the NPPF and the adopted District Plan.
- The development proposed runs counter to the settlement hierarchy position of Ansty and despite being part of a draft allocation is inconsistent with the spatial strategy as set out in the District Plan Review
- Category 4 settlements - Small Villages have only limited access to services and facilities and are not considered to have an appropriate level of sustainability to be considered suitable for significant levels of growth. These settlements are particularly reliant on other settlements to fulfil their retail, education, healthcare, employment and leisure needs and generally have restricted public transport options. That is certainly the case for Ansty.

- If this development were to be built there would be a 28.5% overall increase to the size of this small village without any provision for additional services, facilities or improvements to existing services that would contribute to better sustainability.
- The Council has already confirmed in the adopted Local Plan and the emerging District Plan that Ansty is a category 4 settlement and unsustainable as it has only very limited facilities and a poor weekday only bus service that is not realistic for commuting leading to an overreliance on private cars if residents wish to leave the village, which they would have to do frequently given the very modest range of services in Ansty.
- This development will be significant, both in transport terms (bearing in mind the number of journeys that would be generated) and in the context of a modest sized village, particularly bearing in mind the amount of growth Ansty has already taken in recent years and will result in an overreliance on private vehicles. This does not reflect both national and local planning policies that seek to actively manage patterns of growth, focus development on locations which are or can be made sustainable, or limit the need to travel. Ansty does not offer a genuine choice of transport modes, nor are any improvements delivered by the development.
- This application would create a typically suburban mass of housing on the edge of the village, totally out of keeping with the aesthetic and prevailing low density development of the village. The inevitable harm in developing a greenfield site weigh against a scheme and consequentially the benefits need to outweigh such harm. The only benefit that this proposal brings is the delivery of housing given the council's current lack of housing land supply. The location and design of the proposal, coupled with the above negative impact it will have on the character and appearance of the village, will be significantly harmful to the intrinsic character and beauty of the countryside and does not deliver a development that contributes to local distinctiveness and a sense of place in this rural setting.
- The council is currently seeking to address its Housing Land Supply deficit through the Local Plan Review and is currently looking at many other potential and far more sustainably located sites where such development will be far better directed.

In the interim the Council refused the Cuckstye development of 1400 homes on land to the east of Ansty. The council's reasons for the refusal of the application included:

1. The proposal would be major development in the countryside, which was out of keeping with the rural character and would fail to protect the distinctiveness of the area by extending the boundary of Ansty and so result in perceived coalescence with Cuckfield

2. The proposal would erode the rural nature of the site, which makes a positive contribution to the setting of the HWNL.

In the Council's opening statement at the Inquiry the Council argue that "It is not the place of this Inquiry to review or prejudge decisions taken as part of the Local Plan process, but the message which emerges from it is clear: Mid-Sussex fully understands the importance of meeting housing needs but is firmly of the view – now expressed on three separate occasions - that Ansty is simply the wrong place.

In response to whether the site is in a suitable location the Council states: "In summary, the Council's position here is that while the Appeal Site is not currently sustainable, it could be made so, provided the infrastructure proposed as part of the appeal scheme is provided, and is provided in a timely fashion."

"The reasons for this are straightforward:

a. Within the MSDP settlement hierarchy, Ansty is classified as a category 4 settlement, i.e. it is a small village with limited services. As such, it does not provide anything like the level of facilities required for a development of 1450 new homes to be regarded as sustainable.

b. However, national policy directs that development should be focused on "locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes"⁴.

Para 77 of the NPPF advises that: "The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport mode)."

It is clear from the Council's statements that:

- Ansty is simply the wrong place for development.
- It is a category 4 settlement with limited services.
- Ansty does not provide anything like the level of facilities required for a large-scale development of new homes to be regarded as sustainable. It is appreciated that there is a considerable difference in scale between these applications, but resultant increase of 28.5% to the current size of Ansty that this development would create must be considered significant in this context.
- It is recognised that national policy directs that development should be focused on locations which are or can be made sustainable. The application does nothing to deliver any improvements to the settlement's sustainability.

The residents have jointly commissioned a further Highway Technical Note Addendum by GTA Civils & Transport to rebut the applicant's rebuttal to our Highways report March 2026. You have previously received a copy of this document.

That report concludes that the site is poorly located for sustainable modes of transport and that residents of the proposed development will therefore be heavily reliant on private cars, which is contrary to MSDC policies DPS1: Climate Change and DPT3: Active Travel.

It remains that the actual speed of traffic recorded by traffic survey at the site frontage is 38.3mph westbound and 36.1mph eastbound which is significantly higher than the posted 30mph speed limit. The applicant claims that splays of 2.4m x 90m to the east and 2.4m x 120m to the west are achievable. However, actual visibility at the access junction remains restricted in both directions meaning that the actual available splays are significantly less than those quoted by the applicant's highways assessment. Adequate visibility is not achievable in practice, and the actual splays fall well below the required standards based on the speed of traffic. This is a clear red flag to the delivery of this development which has not been properly addressed in the highway's consultation. I would expect you to specifically draw this matter to the attention of the county highways officer and to obtain an unambiguous response.

Pedestrian access is now proposed with a new 1.5m wide footway being constructed along the A272 from Upton Drive westwards to connect to the footpath linking into the site. From a simple inspection of the site, it is strikingly obvious that this proposed solution both undeliverable and fundamentally unsafe. There are numerous existing trees on higher ground immediately adjacent to the proposed footway. Our highways consultant's report identifies a number of significant concerns:

- The double height kerbing creates a safety issue with the potential for pedestrians to trip and fall from a greater height into the road
- A width of 1.5m is below the standard footway width of 1.8m. This would be very tight for two wheelchairs to pass one another or a wheelchair user to pass a person with a buggy, increasing the risk of 'falling' from the double height kerb arrangement
- Due to the tree roots and bank, it is highly unlikely that this footway would be deliverable in practice and it is most likely to be deleted when the detailed design is commenced.
- A Road Safety Audit Stage 1 has not been undertaken for the proposed footway.

The creation of a new footpath will also have an urbanising effect and will be substantially out of keeping with the character of the village, which typically has only single sided footpaths in all but the very centre of the village.

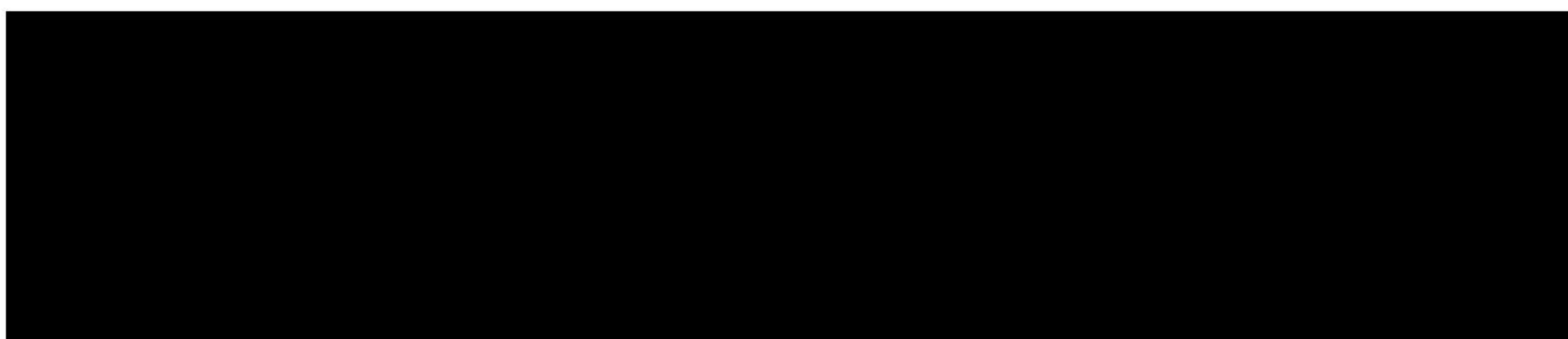
It is also highly likely that the works necessary to support the new footpath will encroach onto private land and will be undeliverable.

The following is taken from our highway's engineers report - Access is proposed via Upton Drive / Marwick Close from the A272 which are shared surface roads. These residential streets are intended for use by the small existing residential housing estate which comprises 20 dwellings via a shared surface road and therefore has no dedicated pedestrian footways. An additional 33 dwellings using these residential roads would create safety concerns without dedicated pedestrian and cyclist infrastructure, especially when considering mobility needs. The Disabled Persons Transport Advisory Committee (DPTAC) has gathered evidence that has since been published on the Government website that criticises shared surface roads and guidance such as LTN 1/11, that is in need of an urgent revision. The CIHT report, 'Creating Better Streets' (2017) was largely written to replace LTN 1/11, however, the report recognises the lack of evidence on, and evaluation of, existing shared space schemes. The report therefore recommends further evidence-gathering, falling short of providing any recommendations on shared surface schemes.

This is a significant concern. Whilst there are legal rights to connect the application land to the Marwick Close & Upton Drive shared surface road, those right do not extend to the ability to make any alterations or modifications to the existing shared surface roadways. The resident's estate management company have made it clear that no such works will ever be permitted to the existing estate roadway.

For the above reasons, I trust that you will recommend that this application is refused planning permission.

Yours sincerely,

A large black rectangular redaction box covering the signature and any accompanying text or stamp.