

22 July 2026

Dear Steven and the Planning Dept, Mid Sussex District Council

Re: DM/26/0454

I am writing once again to object to the above Planning Application, now consisting of 33 homes, with access from Upton Drive and Marwick Close.

There are many reasons for my objection to this proposed development, the majority of which are outlined in the GTA Civils & Transport addendum report attached, but upon which I wish to expand.

Firstly, the GTA report directly addresses the i-transport Transport Rebuttal Note as submitted by Devine Homes. As a starting point, Devine Homes do not address the clear danger in the vastly increased number of vehicles turning onto the A272 from Upton Drive. There is no reference to lack of visibility due to the very narrow splays, nor the vastly over average speed of vehicles that pass by the junction. This in itself would be reason to reject the application, in my view, due to the number of near misses I have witnessed in the 5 years living on Upton Drive.

Devine Homes' have, however, produced revised plans to create a short section of footway along the south side of the proposed access road, with a footpath link into the adjoining field to the southeast. In addition, it is now proposed to create a new footway on the south side of the A272 connecting Upton Drive with the proposed footpath connection from the site onto the A272. The applicant is now proposing to install a new 1.5m wide footway which raises a number of very serious concerns:

- The double height kerb 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
- Due to having to take down many trees and bushes alongside 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. This is evidenced by the fact that no Road Safety Audit Stage 1 has not been undertaken for the proposed footway

Secondly, the site has been identified as 'suitable to accommodate a small level of additional development'. I do not believe the proposed development is 'small', as I will address later, but I also strongly refute that this site is 'suitable' given it is very poorly located for sustainable modes of transport. There is one irregular bus service within Ansty that runs 4 times per day outside peak hours, excluding weekends. The nearest station is Haywards Heath at 5.2km to the east, exceeding what is considered a realistic cycling substitute for a short car trip. To walk would take 1 hour, 10 minutes and so reliance on the private car will be paramount, which has various consequences:

- The existing brick-block surface of Marwick Close may not be suitable to accommodate the great increase in the number of vehicles and was never intended to handle this volume of traffic when built. As an aside, the brick-block paving may well be entirely unsuitable for the heavy construction traffic which will need to use it during the build. I have been advised by a building firm that it may even collapse under the weight of the heavy lorries.
- Visibility for the vastly increased amount of traffic turning out of Upton Drive onto the A272: Adequate visibility is not achievable in practice, and the actual splays fall well below the required standard based on the speed of the traffic. The A272 / Bolney Road has heavy commuter traffic already and were this application to be approved, the resultant 53 dwellings, possibly with 2 or more vehicles each, would need to join this traffic, at much greater risk. This is not addressed in the i-transport Transport Rebuttal Note as I have detailed above.

I wish also to comment on the percentage increase in the settlement size of Ansty. The village comprises 102 properties including the recent developments at the Ansty Cross pub, Crouch Fields, Upton Drive & Marwick Close and Deaks Paddock. That is already substantial growth for such a small village, but with another 33 dwellings this equates to a further 32.35% increase, so almost another third.

We are all reliant on private vehicles as the very limited bus service does not provide a suitable public transport option, especially for commuters. Ansty is particularly reliant upon neighbouring settlements to fulfil retail, education, healthcare, employment and leisure needs so walking or cycling to engage in any of these is virtually impossible.

Further development would also be at odds with the rural character of the fields beyond the existing settlement boundary and will detract from the village's character. I believe it will feel like urban sprawl, changing the current pleasant rural nature.

As a final point, there is a large question mark over whether the infrastructure of the utilities to the current development of Upton Drive and Marwick Close is able to handle any greater capacity. Since I moved into Upton Drive in April 2021 we have had over 70 power cuts. During the heatwaves in June and July we had 4 power cuts, one of which was for over 12 hours.

I do hope Mid Sussex Council will refuse this application – the site is neither a sustainable, viable or safe option.

Yours sincerely,

