

Highways Technical Note Addendum

Land to the west of Marwick Close,
Bolney Road,
Ansty,
Mid Sussex



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Issue	Issue date	Compiled	Checked	Authorised
1	October 2024	EP	LNS	LNS
2 (UPDATE)	March 2026	RN	LNS	LNS
3	July 2026	RN	LNS	LNS

1 Introduction

- 1.1 This Highways Technical Note Addendum has been prepared for the local residents in relation to a rebuttal against planning application DM/26/0454: Land to the west of Marwick Close, Bolney Road, Ansty.
- 1.2 GTA Civils and Transport has prepared this Highways Technical Note Addendum in conjunction with the above, and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.3 The applicant has submitted revised drawings which indicate a reduction in the number of dwellings to 33. It is proposed 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.
- 1.4 Specifically, this Highways Technical Note Addendum has been prepared in response to the i-Transport 'Transport Rebuttal Note' dated 25th June 2026. It should be read in conjunction with the Highway Technical Note dated March 2026.

2 Rebuttal to i-transport Transport Rebuttal Note

Poor site sustainability and limited modal choices

2.1 The i-transport Transport Rebuttal Note states:

'The site is identified as a draft allocation in the emerging Mid Sussex District Plan, which emphasises that the location is suitable for residential development. The Local Plan also accepts that the settlement is suitable to accommodate a small level of additional development. In this context, it is also relevant that the NPPF recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas'

2.2 Whilst it is noted that the site has been identified as 'suitable to accommodate a small level of additional development', as previously highlighted, the site is in fact 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 recommended IHT cycling distances.

2.3 An allocation of a 'small level of additional development' added to a small existing settlement is unlikely to generate the necessary patronage that would be required to encourage additional local services or indeed additional bus services.

2.4 Residents of the proposed development will therefore be heavily reliant on the private car, contrary to MSDC policies DPS1: Climate Change and DPT3: Active Travel.

Visibility

2.5 The i-transport Transport Rebuttal Note states:

'The agreed access as part of the outline consent secured visibility splays of 2.4m x 90m to the right and 2.4m x 120m to the left'

2.6 The actual speed of traffic recorded at the site frontage is:

- 38.3mph westbound
- 36.1mph eastbound

2.7 This 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. The images below in Figures 2.1 & 2.2 indicate that the actual available splays are significantly less than those

quoted by i-transport above. Adequate visibility is not achievable in practice, and the actual splays fall well below the required standard based on the speed of traffic.

Figure 2.1 – Eastbound visibility from Upton Drive / A272



Figure 2.2 – Westbound visibility from Upton Drive / A272



Inadequate Active Travel Infrastructure

2.8 The i-transport Transport Rebuttal Note states:

In agreement with MSDC and WSCC, the scheme 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. As a result, there will be adequate connectivity from the site by active travel modes in order to maximise the uptake of sustainable modes as far as possible'.

2.9 There is an existing narrow footway on the north side of the A272 which is not appropriate for all users and is not wide enough to be mobility compliant. Safety of users of the footway is impeded due to high vehicle speeds along this stretch of the A272 (36.1mph to the east and 38.3mph to the west) together with the narrow carriageway lanes. As can be seen in Figure 2.3 below, the existing footway is not a safe or pleasant environment in which to walk.

Figure 2.2 – View looking eastbound along A272 showing narrow carriageway lanes and narrow footway.



- 2.10 The applicant proposes a separate pedestrian access directly onto the south side of the A272 where there is currently no footway. This footpath connection is considered to present highway safety concerns with restricted visibility for pedestrians and a very narrow footway on the opposite side of the road. In addition, the lack of formal pedestrian crossing, makes crossing the A272 a risky undertaking particularly for elderly people and children.

Safety concerns in relation to the proposed footpath connection to the A272

- 2.11 The i-transport Transport Rebuttal Note states:

Access to the new footway will be via a separate pedestrian access which is proposed from the development directly onto Bolney Road along the northern boundary of the site. This will consist of a 2.0m wide footpath and will be at a consistent 1:20 gradient with a handrail and therefore complies with the guidance set out in the DfT's Inclusive Mobility.

2.12 It remains that there are no existing footways on the south side of the A272 fronting the site. There is an existing narrow footway on the north side of the A272 which is not appropriate for all users and is not wide enough to be mobility compliant. Safety of users of the footway is impeded due to high vehicle speeds along this stretch of the A272 (36.1mph to the east and 38.3mph to the west) together with the narrow carriageway lanes. As can be seen in Figure 2.3 above, the existing footway is not a safe or pleasant environment in which to walk.

2.13 In addition to the above, the applicant is now proposing to install a new 1.5m wide footway along the A272 from Upton Drive westwards to connect to the footpath linking into the site. Whilst it is proposed to raise the level and use 'Cellweb' construction to build the footway, as can be seen below, there are numerous existing trees on higher ground immediately adjacent to the proposed footway. This proposed footway raises a number of 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.

Figure 2.2 – View looking eastbound along A272 showing narrow carriageway lanes and narrow footway.



Uncompliant shared surface roads

2.14 The i-transport Transport Rebuttal Note states:

'MfS1 states that shared surfaces work well where the volume of motor traffic is below 100 vehicles per hour (reference paragraph: 7.2.14), which is broadly equivalent to the traffic generation of 200 dwellings and therefore the proposed development combined with the existing dwellings on Upton Drive and Marwick Close falls significantly below this threshold'.

2.15 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 34 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.