
Bolney Road, Ansty: Transport Rebuttal Note

Ref: BT/LJ/ITB210464-004A TN
Date: 25 June 2026

SECTION 1 Introduction

- 1.1.1** This note has been prepared by i-Transport LLP to provide a response to the transport points that have been raised in the Highways Technical Note by GTA Civils and Transport, on behalf of local residents, in relation to the proposed residential development submitted by Devine Homes Ltd comprising 34 dwellings on land to the west of Marwick Close, Ansty (planning application reference: DM/26/0454).
- 1.1.2** The GTA Civils note was initially prepared in relation to the draft allocation of the land for housing within the Mid Sussex District Plan, known as DPA17, in October 2024. The note has since been updated to include a review of the above application.
- 1.1.3** The transport and highways matters raised in the note broadly relate to:
- Poor site sustainability and limited modal choices;
 - Inadequate visibility at the A272 Bolney Road / Upton Drive junction;
 - Inadequate active travel infrastructure;
 - Safety concerns in relation to the proposed footpath connection to the A272; and
 - Uncompliant shared surface roads via Upton Drive / Marwick Close and not suitable for additional development.
- 1.1.4** It should be noted that the planning application was accompanied by a Transport Statement (TS), (i-Transport report reference ITB210464-001B), and most of the transport concerns raised are dealt with comprehensively in that report.
- 1.1.5** In transport terms, planning applications are required to satisfy the four key transport tests set out at Paragraph 115 of the NPPF. This note responds to the highway concerns raised by GTA Civils in the context of the four key tests.

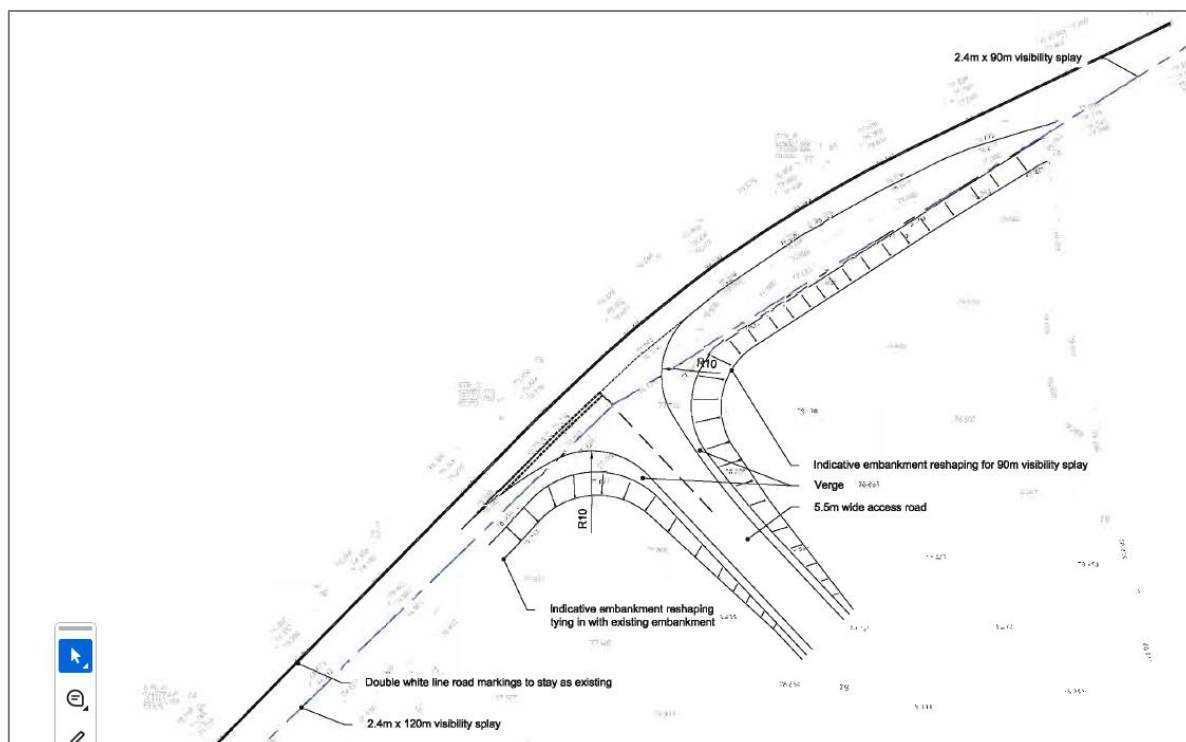
1.2 Poor site sustainability and limited modal choices

- 1.2.1 It is important to note the relatively recently constructed Sigma Homes Limited development located immediately to the north on Upton Drive and Marwick Close (planning application reference number DM/16/2347), has established the local area as being suitable for residential development (decision in September 2017).
- 1.2.2 Against this background, Mid Sussex District Council (MSDC) has previously concluded the local area is a sustainable location such that residents would have access to an appropriate range of facilities, services and transport options; this conclusion must also apply to the proposed development site which directly abuts the existing built area. The following paragraphs should be read in this context.
- 1.2.3 Furthermore, 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.

1.3 Inadequate visibility at the A272 Bolney Road / Upton Drive junction

- 1.3.1 Vehicular access to the proposed development is through the recently constructed Sigma Homes Limited development located via the A272 Bolney Road / Upton Drive junction. This junction was constructed approximately 6 years ago.
- 1.3.2 The junction was therefore relatively recently approved and considered as safe and suitable through the S278 Agreement and technical approval process with WSCC. The visibility splays achieved are in line with observed speeds as part of the outline planning application, which were slightly higher than what the recorded speed as part of the Devie Homes application. National design standards have not changed in the last 10 years, if anything their application have become more flexible.
- 1.3.3 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, as shown in **Image 1.1** below.
- 1.3.4 It is clear that the agreed visibility provision remains appropriate and the junction will provide a safe and suitable vehicular access to the site.

Image 1.1: Approved Access Drawing



1.4 Inadequate active travel infrastructure

- 1.4.1 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.

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

- 1.5.1 The proposed footpath connection has been discussed with WSCC and MSDC and refined accordingly. 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. This arrangement is presented on Drawing **ITB210464-GA-004**.

1.6 Uncompliant shared surface roads

- 1.6.1 Reference within the GTA Civils report has been made to the use of Upton Drive and Marwick Close being shared surface roads serving 20 dwellings, and therefore not suitable to serve an additional 45 dwellings (the planning application only proposes 34).
- 1.6.2 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.
- 1.6.3 The layout has been designed to a WSCC adoptable standard and is in line with the carriageway widths set out within Manual for Streets, i.e. there is adequate width for a car to safely pass a pedestrian. The access has also been subject to a Road Safety Audit of which no concerns were raised over the use of a shared surface.
- 1.6.4 Furthermore, WSCC's consultation response as local highway authority dated 13 March 2026 stated:

"This aspect of the access strategy has been assessed by the LHA and is considered acceptable for the requirements of the proposals."

DRAWINGS

