

**From:** planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>  
**Sent:** 19 July 2026 21:00:11 UTC+01:00  
**To:** "Steven King" <steven.king@midsussex.gov.uk>  
**Subject:** Mid Sussex DC - Online Register - Comments for Planning Application  
DM/26/0454

## Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 19/07/2026 9:00 PM.

### Application Summary

|               |                                                                                                                                                                                                                                                                                                  |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Address:      | Land Parcel At Bolney Road Ansty West Sussex                                                                                                                                                                                                                                                     |
| Proposal:     | Proposed erection of 33 new homes with access from Marwick Close, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works. (amended plans received 25/06/2026 showing revised layout, reduction in the number of units to 33 and new footway on A272.) |
| Case Officer: | Steven King                                                                                                                                                                                                                                                                                      |

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### Customer Details

|          |                       |
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| Address: | 7 Marwick Close Ansty |
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### Comments Details

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|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Commenter Type:      | Neighbour or general public                                                                                                                                                                                                                                                                                                                                                                                          |
| Stance:              | Customer objects to the Planning Application                                                                                                                                                                                                                                                                                                                                                                         |
| Reasons for comment: |                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Comments:            | DM/26/0454 - Objection<br>I wish to formally object to the above planning application.<br>I am a resident of Marwick Close, one of the existing residential streets through which this proposed development would be accessed. My family moved to the property in December 2024 shortly before the birth of our daughter. One of the main reasons we chose this location was the quiet and safe nature of the cul-de |

sac environment, with very limited vehicle movements and a layout that prioritises pedestrians and residents.

The proposal to construct 33 dwellings accessed via Upton Drive and Marwick Close raises significant concerns regarding highway safety, the suitability of the existing road network, the impact on existing residents, and the effect on the rural character of Ansty.

The introduction of vehicular traffic associated with a further 33 residential dwellings would represent a substantial intensification in the use of the section of Marwick Close that runs immediately adjacent to the frontage of my property at 7 Marwick Close.

In order to assess the extent of the uplift in vehicle movements passing my property, the daily TRICS trip rates contained within Appendix C of the submitted Transport Statement have been applied to the existing situation and proposed development quantum. It should be noted that the TRICS survey data only covers the period between 07:00 and 19:00. Consequently, the figures relied upon are likely to underestimate the true level of traffic generation, as they do not account for vehicle movements occurring during the evening, overnight and early morning periods between 19:00 and 07:00.

The relevant TRICS daily vehicle trip rates are as follows:

Arrivals: 2.237

Departures: 2.307

Two-way movements: 4.544

At present, only two dwellings utilise the section of carriageway beyond my property. Including my own dwelling, this equates to three dwellings in total generating traffic along the frontage of my property. Applying the TRICS trip rates results in approximately seven arrival movements and seven departure movements per day, equating to a total of 14 two-way vehicle movements. Spread across the 12-hour survey period, this represents approximately one vehicle movement every 51 to 52 minutes. Furthermore, the limited number of dwellings served significantly reduces the likelihood of conflicting two-way vehicle movements occurring simultaneously at this location.

By contrast, the proposed extension of Marwick Close to serve a further 33 dwellings, resulting in a total of 36 dwellings using the route, would generate approximately 81 arrival movements and 83 departure movements per day. This equates to approximately 164 two-way vehicle movements daily. The proposal would therefore increase traffic levels by around 150 additional vehicle movements per day, transforming the character and function of this section of carriageway from a lightly used residential access

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to one experiencing vehicle movements approximately every four to five minutes. Such a significant increase in traffic would impose an excessive burden on a shared-surface environment that is neither designed nor suitably dimensioned to accommodate this volume of vehicular activity safely.

The distance between the threshold of my property and the edge of the shared carriageway is approximately 1.9 metres. This is less than the minimum unobstructed footway width of 2 metres generally recommended by the Department for Transport's Manual for Streets (paragraph 6.3.22) for lightly used residential streets. The guidance further advises that additional width should be provided adjacent to heavily used carriageways. In this case, pedestrians exiting my property are required to enter an environment that already falls below recommended standards and would be subjected to a substantial increase in traffic movements if the development were approved.

The Mid Sussex Design Guide Supplementary Planning Document, under Principle DG17, states that streets should be designed as attractive social spaces where the needs of pedestrians, cyclists and public transport users take precedence over those of motorists. The existing Upton Drive and Marwick Close development broadly accords with this principle because the section of carriageway beyond my property currently serves only two additional dwellings, resulting in minimal traffic flows and a relatively low level of risk. However, the introduction of 33 additional dwellings would fundamentally alter the nature of the street environment at the frontage of my property. The resulting traffic volumes would significantly diminish pedestrian priority and create a setting that is increasingly dominated by vehicle movements, contrary to the stated objectives of the Design Guide.

The shared-surface carriageway along the frontage of my property is approximately 5.2 metres wide. This width is inadequate to comfortably and safely accommodate increased levels of two-way vehicular traffic alongside pedestrian movements within a shared-space environment. To gain access to my vehicle, it is necessary to exit my front door and walk along the shared carriageway to reach the driveway located to the north of the property. Under existing conditions, this arrangement is manageable due to the very limited volume of traffic generated by Nos. 2 and 4 Marwick Close. However, the substantial increase in vehicle movements arising from the proposed development would materially increase the likelihood of pedestrian and vehicle conflict in immediate proximity to my home. In my view, this would result in an unacceptable deterioration in safety conditions and would pose a significant risk to the wellbeing of both myself and my family.

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The development would also substantially increase the number of vehicles using the Upton Drive junction with Bolney Road, which already raises highway safety concerns. Independent speed survey data indicates that actual vehicle speeds on Bolney Road exceed the posted 30mph limit, with westbound speeds recorded at over 38mph. At these speeds, highway design guidance requires larger visibility splays than those typically applied under Manual for Streets standards.

Evidence suggests that the geometry of the road and roadside vegetation restrict the available visibility splays, particularly for vehicles attempting to join Bolney Road. If the required visibility distances cannot be achieved based on the recorded speeds, the junction cannot be considered safe for the additional traffic generated by the development. Given the number of dwellings proposed, the resulting increase in vehicle movements would represent a significant intensification of use of this junction, raising serious concerns regarding highway safety. In the absence of clear evidence that appropriate visibility splays can be achieved based on recorded traffic speeds, it cannot be demonstrated that the development would provide a safe and suitable access for all users.

#### Local infrastructure constraints

There are also wider concerns regarding the ability of local infrastructure to accommodate development of this scale. Residents already experience limitations in local infrastructure, including very poor mobile phone signal coverage and frequent power interruptions within the village. There have been 66 recorded power cuts affecting the village since 2021 according to UKPN, which demonstrates that the existing electricity network is already struggling to provide a reliable supply to current residents. This raises serious concerns that the network lacks the capacity or resilience to accommodate a further 33 dwellings, and that the additional demand could exacerbate the frequency and severity of outages for both existing and potential future residents.

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Kind regards