

LAND EAST OF ANSTY

REBUTTAL EVIDENCE OF DAVID GWYN LEWIS MSC MCIHT

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ON BEHALF OF ANSTY & STAPLEFIELD PARISH COUNCIL

AND CUCKFIELD PARISH COUNCIL

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1 INTRODUCTION

1.1 QUALIFICATIONS AND EXPERIENCE

- 1.1.1 I hold a Master's Degree in Transport Planning and Engineering and I am member of the Chartered Institution of Highways and Transportation (CIHT) and a member of the Transport Planning Society (TPS). I have 20 years' experience in the field of transportation planning and traffic engineering.
- 1.1.2 I have extensive experience of highways and transport planning across the development planning sector and have prepared Transport Assessments, Statements and Studies supporting planning applications across the UK.
- 1.1.3 My experience includes periods in the transport development planning teams of WYG (now Tetra Tech), RPS and Motion Consultants Limited. I am currently employed as an Associate Director at Velocity, based in the Central London office. Velocity specialises in advising developers, local authorities and professionals in the development field on all matters concerning transportation, highways, traffic and road safety and our clients comprise a wide variety of private and public-sector organisations.

1.2 SCOPE OF REBUTTAL PROOF OF EVIDENCE

- 1.2.1 This Rebuttal Proof of Evidence is prepared in response to the Proof of Evidence prepared by Matt Stevens on behalf of the Appellant, Fairfax Acquisitions Limited and The Norris Family.
- 1.2.2 This document is not intended to respond to every matter presented by the parties evidence but instead focuses on those points I consider will assist the Inspector at this stage insofar as it provides clarifications and relates to my evidence. I reserve the right to comment on those points not addressed in this rebuttal during the Inquiry. It should be read in conjunction with my main Proof of Evidence on which I continue to rely, and the conclusions set out which I maintain, but do not repeat again here.



2 EXISTING TRANSPORT SUSTAINABILITY

- 2.1.1 I have reviewed the evidence of Mr Stevens with regard to the existing transport sustainability of the Appeal Site.
- 2.1.2 At Paragraph 4.15 of his evidence, Mr Stevens states that:
“The Parish Councils SoC alleges that the Appeal Site is in an unsustainable location and that the facilities, amenities, and local settlements would be largely inaccessible due to distances and lack of infrastructure”
- 2.1.3 Mr Stevens states at paragraph 4.16 of his evidence that:
“Later in my evidence I expand on the comprehensive package of active travel and public transport infrastructure and improvements that is to be delivered by the Appeal Site in a timely manner, secured long-term by Conditions and Legal Agreement. But first, it is important to understand that the Appeal Site is not isolated from, and is in fact accessible by, a choice of active travel routes and public transport services that provide connectivity to local facilities, amenities, and local settlements.”
- 2.1.4 I am of the view that Mr Steven’s conclusion that, the existing nature of the Appeal Site is not isolated and is accessible to public transport facilities and provides connectivity to local facilities, amenities, and local settlements is incorrect.
- 2.1.5 I highlight that the consultation response from WSCC, dated 9 July 2025 (**CD4.61**) which states that:
“It is acknowledged that the site is in a rural location and there are limited existing facilities in the vicinity of the site.”
- 2.1.6 In addition, the consultation response from WSCC, dated 29 January 2024 (**CD4.10**) that states:
“The site is not well served by existing bus services, with only the 89 service passing by along the A272 with a single AM and PM service.”
- 2.1.7 In addition, with regard to existing public transport provision, the same consultation response from WSCC, dated 29 January 2024 (**CD4.61**), states:
“The level of provision would need a significant step changer that can be delivered in perpetuity.”



3 WALKING/CYCLING IMPROVEMENTS

3.1.1 I have reviewed the evidence of Mr Stevens with regard to improvements to walking and cycling infrastructure which are proposed to be secured as part of the Appeal Scheme.

3.2 PUBLIC RIGHTS OF WAY - 67CR AND 50BCU.

3.2.1 At Paragraph 4.48 of his evidence, Mr Stevens lists interventions which he states are proposed to be secured as part of the Appeal Scheme and a bullet point 5 this includes:

“Upgrades to Public Rights of Way (“PROW”) to include works to Footpath 62CR to Bridleway specification and improved surfacing on Bridleway 67CR / 50bCU, as shown on ACE Plans 2207280-014A (Public Rights of Way Improvement Plan) included within Appendix MS2 to my evidence”.

3.2.2 Mr Stevens asserts that the Appeal Scheme will provide improved surfacing on both Bridleway 67CR and 50bCU.

3.2.3 I refer to the Highways Statement of Common Ground between the Appellant and the West Sussex County Council (**CD7.2**) which states at Para 4.14 that:

“The parties agree that Footpath 8aCU towards Cuckfield will be upgraded to enhance the connection to Warden Park Academy, and that Footpath 69CR towards Copyhold Lane will also be upgraded to enhance the connection onto Bridleway 67CR.”

3.2.4 I highlight that the Highways Statement of Common Ground between the Appellant and the West Sussex County Council (**CD7.2**) makes no reference to any improvements to either Bridleway 67CR or 50bCU.

3.2.5 I refer to the Draft Highway Schedule of the S106 agreement (**CD19.3**), which has been provided by the Appellant and lists the proposed works to public rights of way which are proposed to be secured against the Appeal Scheme and states:

“(f) PROW upgrade to Footway 8aCU towards Cuckfield to enhance the connection to Warden Park Academy

(g) PROW upgrade to Footway 69CR towards Copyhold Lane to enhance the connection onto Bridleway 67CR”

3.2.6 I highlight that there is no reference to any improvements to either Bridleway 67CR or 50bCU within the draft S106 agreement highway schedule (**CD19.3**).

3.2.7 I also refer to paragraph 12.383 of the Committee Report (**CD:3.1**), which lists the infrastructure improvements that have been discussed between the Appellant and WSCC and, with regard to PROW improvements states:

“PROW upgrade to Footway 8aCU towards Cuckfield – to enhance the connection to Warden Park Academy

PROW upgrade to Footway 69CR towards Copyhold Lane – to enhance the connection onto Bridleway 67CR”

3.2.8 Again, there is no reference to any improvements to either Bridleway 67CR or 50bCU within the Committee Report.



- 3.2.9 I am therefore of the view that no improvements to either Bridleway 67CR and 50bCU are secured as part of the Appeal Scheme and therefore no weight should be awarded to these works when considering the proposed pedestrian and cycle connections associated with the Appeal Scheme.

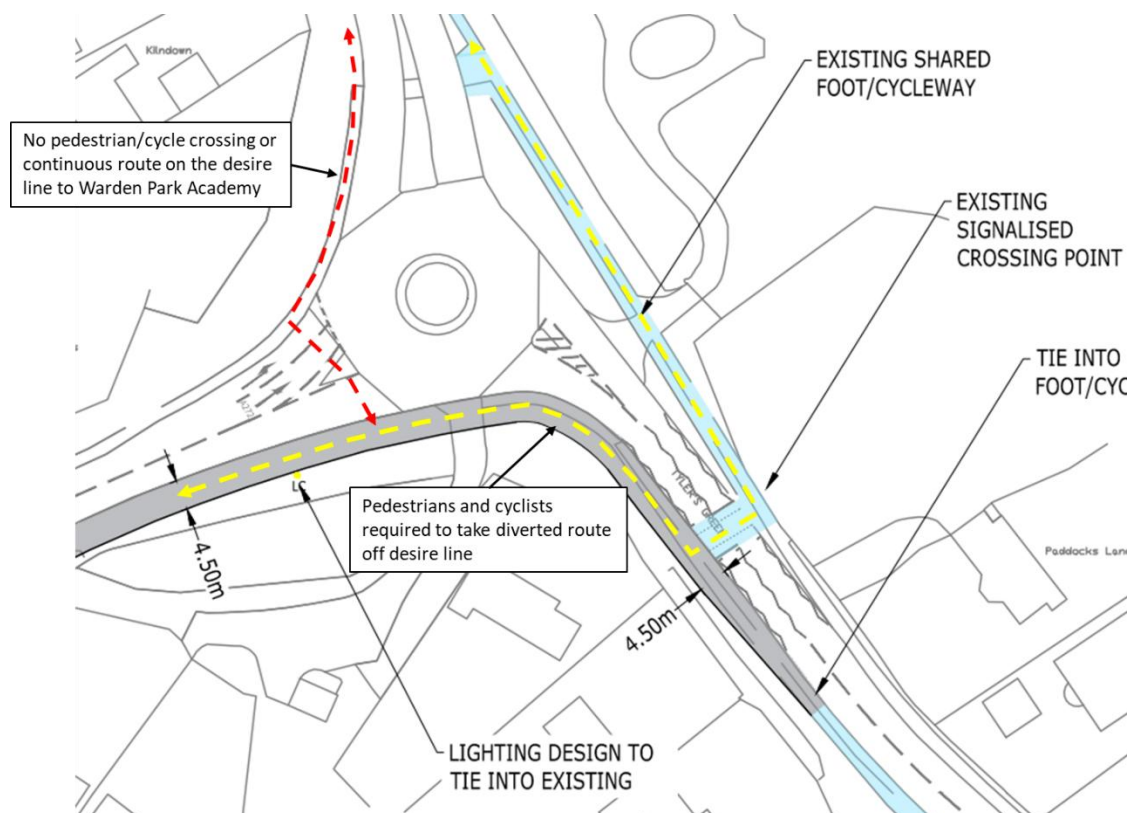
ROUTE TO CUCKFIELD AND WARDEN PARK ACADEMY

- 3.2.10 The Highways Statement of Common Ground between the Appellant and West Sussex County Council (**CD7.2**) states at Para 4.14 that:
- “The parties agree that Footpath 8aCU towards Cuckfield will be upgraded to enhance the connection to Warden Park Academy”*
- 3.2.11 In addition, the Draft Highway Schedule of the S106 agreement (**CD19.3**), states that the Appeal Scheme will provide:
- “PROW upgrade to Footway 8aCU towards Cuckfield – to enhance the connection to Warden Park Academy”*
- 3.2.12 At paragraph 4.48 of his evidence, Mr Steven lists the package of highway works that are proposed to be secured against the Appeal Scheme, if approved, and at Paragraph 4.56 of his evidence Mr Stevens lists the trigger points for the delivery of proposed active travel infrastructure associated with the Appeal Scheme.
- 3.2.13 In both paragraphs 4.48 and 4.56 of Mr Stevens evidence, no reference is made to any upgrades to PRoW 8aCU, and it is therefore unclear whether any improvements to this PRoW are to be secured against the Appeal Scheme, if approved.
- 3.2.14 The Highways Statement of Common Ground between the Appellant and West Sussex County Council (**CD7.2**) and the Draft Highway Schedule of the S106 agreement (**CD19.3**), reference that the upgrade to PRoW 8aCU will enhance the connection to Warden Park Academy.
- 3.2.15 The Appellant has previously highlighted the important of the proposed pedestrian crossing on the A272, east of the northern site access roundabout, which connects from the Appeal Site to PRoW 8aCU only.
- 3.2.16 The ACE Transport Addendum (May 2025) (**CD10.9**) includes an assessment of the number of pedestrians and cyclists that would utilise the proposed crossing on A272, east of the northern access junction, to link between the Appeal Site and PRoW 8aCU, to route towards Cuckfield and the Warden Park Academy. Para 2.21 of ACE Transport Addendum (May 2025) (**CD10.9**) states that:
- “30% of pedestrian and cycle trips during the AM peak will utilise the crossing to access Warden Park Academy”.*
- 3.2.17 At paragraph 4.56 of his evidence, Mr Stevens states that:
- “Prior to first occupation of development works will be completed on the initial section of the Cycle Route Improvement Plan between the A272 / B2036 roundabout and the A272 / B2184 Broad Street roundabout to include new crossing facilities, facilitating access between the Appeal Site, Warden Park Academy and Cuckfield village.”*
- 3.2.18 Mr Stevens evidence appears to assert that the pedestrian/cycle route to the Warden Park Academy and Cuckfield would be via A272 and B2184 Broad Street, rather than via PRoW 8aCU.



- 3.2.19 The Cycle Route Improvement Plan shown on ACE Plans 2207280-SK05H (Cycle Route Improvement Plan (Sheet 1)), 2207280-SK05.1H (Cycle Route Improvement Plan (Sheet 2)), included at Appendix MS2 of Mr Stevens evidence, indicates a proposed shared foot/cycleway along the southern side of the A272 connecting from the northern site access roundabout to the roundabout junction between the A272 and B2184 Broad Street.
- 3.2.20 I refer to the Transport Technical Note submitted by the Parish Councils in December 2024 (CD4.29), which considered pedestrian routes at the A272/B2184 roundabout, if a pedestrian or cyclist was utilising that route to connect between the Appeal Site and Cuckfield or the Warden Park Academy.
- 3.2.21 **FIGURE 3.1** below, extracted from the Transport Technical Note (CD4.29), highlights with a yellow dashed line, the route that a pedestrians or cyclist would be required to follow to connect from the A272 to the B2184 Broad Street, towards Cuckfield or the Warden Park Academy. **FIGURE 3.1** also highlights with red dashed line, the most direct walking/cycling route at this junction from A272 west towards Cuckfield or the Warden Park Academy.

Figure 3-1: Comparison of Walking Routes at A272/B2184 Roundabout



- 3.2.22 Based on the proposed Cycle Route Improvement Plan shown on ACE Plans 2207280-SK05H (Cycle Route Improvement Plan (Sheet 1)), no crossing facilities or continuous pedestrian/cycle route are proposed to be provided on the most direct route (red dashed line on **FIGURE 3.1** above) between the A272 and the B2184 towards Cuckfield and the Warden Park Academy at this junction.



- 3.2.23 Pedestrians and cyclist utilising this route to connect to Cuckfield or the Warden Park Academy via the A272 are required to divert around the southern side of the B2184 roundabout and route along the eastern side of Tylers Green and Broad Street in order to have a safe routing with crossing facilities. This route is indicated by the yellow dashed line on **FIGURE 3.1** above.
- 3.2.24 As no appropriate pedestrian/cycle crossing facilities are proposed on the western arm of the A272/B2184 junction, pedestrians and cyclists would be required to travel a longer diverted route to connect from the south side of the A272 to the B2184 towards Cuckfield. This could result in pedestrian and cyclists, including school children routing towards the Warden Park Academy, seeking to cross the A272 at an unsuitable and unsafe location on the more direct route, to avoid diversion.



4 PUBLIC TRANSPORT

4.1.1 I have reviewed the evidence of Mr Stevens with regard to bus services which are proposed to be secured as part of the Appeal Scheme.

4.2 BUS SERVICE TIMES OF OPERATION

4.2.1 At paragraph 4.67 of his evidence Mr Stevens states that:

“The Bus Strategy package will deliver a minimum of a half-hourly service between the Appeal Site and Haywards Heath and a minimum of an hourly service between the Appeal Site and Burgess Hill during weekday daytime hours. It is fully expected that the Bus Strategy package will also deliver the same frequency of service on a Saturday as well as a minimum hourly service to both destinations during evening hours and on Sunday.”

4.2.2 I refer to the Highways Statement of Common Ground between the Appellant and West Sussex County Council (**CD7.2**) which states at Para 4.34 that:

“It is agreed with WSCC that the Appellant will secure a direct contract with a WSCC approved bus operator for a minimum period of 2 (two) years post the final residential occupation on the Appeal Site to deliver a half-hourly service between the Appeal Site and Haywards Heath and an hourly service between the Appeal Site and Burgess Hill during weekday daytime hours”.

4.2.1 In addition, I refer to the Appellants Technical Transport Note #13 (Bus Strategy) (**CD2.31**) which states at Para 2.3 that the Appeal Scheme will provide:

- *“Minimum of an hourly bus connection to Burgess Hill during the weekday peak periods.*
- *Minimum of a half-hourly bus connection to Haywards Heath during the weekday peak periods.”*

4.2.2 There is no reference within either the Highways Statement of Common Ground (**CD7.2**) or the Appellants Technical Transport Note #13 (Bus Strategy) (**CD2.31**) to any bus service operating during evening or weekend periods.

4.2.3 I am therefore of the view that there is no obligation secured for the Appeal Scheme to provide a bus service operating during the evening or weekend periods and therefore no weight should be awarded to the operation of the bus service during these time periods, when considering the proposed bus services associated with the Appeal Scheme.

4.2.4 In terms of the viability of the bus service, running additional services during the evening and weekend periods, as indicated at paragraph 4.67 of Mr Stevens evidence, will result in increased costs for operating the bus service, in comparison with a service that operates solely during the daytime periods.

4.2.5 Demand for bus services will logically be lower during off-peak evening and weekend periods, than during weekday peak periods. As demonstrated in my Proof, the bus service is not viable on basis of weekday daytime operation, and therefore the addition of evening and weekend services will be unlikely to improve the viability of the bus services.



- 4.2.6 Considering the bus service viability analysis in my Proof of Evidence, this presents the daily trips associated with the Appeal Scheme based on trips throughout a typical day, not just during daytime or peak periods (see paragraph 5.5.3 and Table 5.2 of my Proof). As such, if additional evening services were factored into bus service viability analysis presented in my Proof of Evidence, this would increase the operating costs of bus services quoted but would not increase the number of daily trips. Therefore, further demonstrating that the proposed bus service is not commercially viable and will likely be withdrawn from service following any initial period of developer funding.

4.3 BUS SERVICE ROUTING

- 4.3.1 Paragraph 4.68 and 4.69 of Mr Stevens evidence relates to the routing of the proposed bus services and states that:

“The Route 1 service (to / from Haywards Heath via Cuckfield) will be operational prior to the occupation of 50 dwellings, and the Appellant will continue to provide financial support to secure the running of the service for a minimum period of two years beyond the final residential occupation on the Appeal Site.”

“The Route 2 service (to / from Burgess Hill) will be operational prior to 30% occupation of dwellings, and the Appellant will continue to provide financial support to secure the running of the service for a minimum period of two years beyond the final residential occupation on the Appeal Site.”

- 4.3.2 In addition, Mr Stevens states that Figure 4.7 and Appendix MS3 of his evidence show the proposed routing of the bus service.

- 4.3.3 I refer to the draft Highway Schedule of the S106 agreement (**CD19.3**), which has been provided by the Appellant, and sets out the proposed obligations on the Appellant with respect of the bus service and defines the bus services as:

“means a bus service for a minimum of two (2) buses per hour on the Haywards Heath route and one (1) bus per hour between Haywards Heath and Burgess Hill serving the Land for a minimum period of two years post final residential occupation to serve the Proposed Development.”

- 4.3.4 In addition, I refer to the Highways Statement of Common Ground between the Appellant and the West Sussex County Council (**CD7.2**) which states at Para 4.34 that:

“It is agreed with WSCC that the Appellant will secure a direct contract with a WSCC approved bus operator for a minimum period of 2 (two) years post the final residential occupation on the Appeal Site to deliver a half-hourly service between the Appeal Site and Haywards Heath and an hourly service between the Appeal Site and Burgess Hill during weekday daytime hours”.

- 4.3.5 I highlight that the draft Highway Schedule of the S106 agreement (**CD19.3**) and Highways Statement of Common Ground between the Appellant and West Sussex County Council (**CD7.2**) make no reference to the bus services routing to any destinations other than Haywards Heath and Burgess Hill.

- 4.3.6 I am therefore of the view that no obligation has been secured for the Appeal Scheme to provide bus services which connect to any destinations, other than Haywards Heath and Burgess Hill. On that basis, I am of the view that no weight should be awarded to the suggestion that bus services may route via Cuckfield or other destinations.

