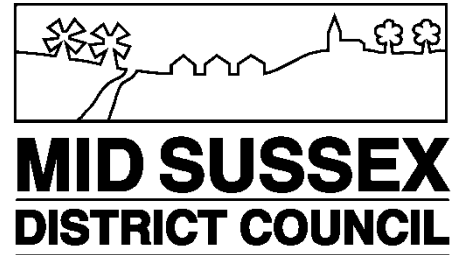


# **Mid Sussex District Council**



## **Site Allocations DPD – Regulation 18**

9<sup>th</sup> October – 20<sup>th</sup> November 2019

### **Consultation Report**

## Site Allocations DPD – Regulation 18: Consultation Responses

Consultation on the Regulation 18 Site Allocations DPD was held between 9<sup>th</sup> October and 20<sup>th</sup> November 2019. In total, approximately 1,300 representations were received, generating around 2,000 separate comments from individuals and organisations.

Summaries of the responses received during the consultation are published within this document, broken down by site, policy and general issues. In most cases, the full text of each representation has been included, but in some instances, it has been necessary to summarise each response.

Please note that the full response, as originally received, will be used by officers to inform future work and the next stages of the Sites DPD.

### Response Rates

#### Housing Sites

Site		Number of Dwellings	Comments Received			
			TOTAL	Sup	Obj	Neu
SA12	96 Folders Lane, Burgess Hill	43	830	21	802	7
SA13	South Folders Lane, Burgess Hill	300				
SA14	Selby Close, Burgess Hill	12	12	0	8	4
SA15	Southway, Burgess Hill	30	69	2	65	2
SA16	The Brow/St.Wilfrids, Burgess Hill	200	18	2	12	4
SA17	Woodfield House, Burgess Hill	30	8	1	4	3
SA18	EG Police Station, East Grinstead	22	31	3	22	6
SA19	Crawley Down Road, East Grinstead	200	38	4	27	7
SA20	Imberhorne Lane, East Grinstead	550	69	6	50	13
SA21	Rogers Farm, Haywards Heath	25	16	1	14	1
SA22	Burleigh Lane, Crawley Down	50	21	1	17	3
SA23	Hanlye Lane, Cuckfield	55	16	1	11	4
SA24	Shepherd's Walk, Hassocks	130	76	2	71	3
SA25	Selsfield Road, Ardingly	100	120	2	111	7
SA26	Hammerwood Road, Ashurst Wood	12	24	2	20	2
SA27	St Martin Close, Handcross	65	10	3	5	2
SA28	Old Police House, Horsted Keynes	25	25	3	19	3
SA29	St Stephen's Church, Horsted Keynes	30	89	3	82	4
SA30	North of Lyndon, Sayers Common	35	13	1	10	2
SA31	Rear of Firlands, Scaynes Hill	20	29	4	23	2
SA32	Withypitts Farm, Turners Hill	16	30	2	24	4
SA33	Ansty Cross, Ansty	12	11	4	5	2

## Employment Sites

Site		Area (ha)	Comments Received			
			TOTAL	Sup	Obj	Neu
SA2	Burnside Centre, Burgess Hill	0.96	3	0	2	1
SA3	Former KDG, Burgess Hill	1.1	2	0	2	0
SA4	North A264, Copthorne	2.7	19	1	17	1
SA5	Bolney Grange, Bolney	7	10	1	7	2
SA6	Marylands, Bolney	2.4	3	0	1	2
SA7	Cedars, Pease Pottage	2.3	6	0	4	2
SA8	Pease Pottage Nurseries, PP	1	6	0	4	2
SA9	Science and Technology Park	48.75	19	2	13	4

## Policies

Policy		Comments Received			
		TOTAL	Sup	Obj	Neu
<b>SA34</b>	Existing Employment	<b>11</b>	2	6	3
<b>SA35</b>	Safeguarding Highways	<b>12</b>	3	4	5
<b>SA36</b>	Wivelsfield Station	<b>6</b>	2	2	2
<b>SA37</b>	Burgess Hill/Haywards Heath Multifunctional Network	<b>81</b>	6	71	4
<b>SA38</b>	Air Quality	<b>6</b>	1	4	1

## General Comments

Whilst most comments received were related to the proposed sites or policies, a number of respondents also raised other general issues:

- **Omission Sites:** of the 241 sites assessed in the Site Selection process (see above), a total of 58 site promoters objected to the draft Sites DPD as their site had not been included as a proposed allocation. Officers will re-assess these sites against the agreed criteria and set out the results of the assessment in a revised version of Site Selection Paper 3: Housing and Site Selection Paper 4: Employment ahead of the next stage. The additional sites are listed in Appendix 2.
- **New Sites:** a total of 28 'new' housing or employment sites were submitted that were not in the Strategic Housing and Economic Land Availability Assessment (SHELAA) and therefore had not been assessed in the Site Selection process. Officers will assess these sites and set out the results in a revised version of Site Selection Paper 3: Housing and Site Selection Paper 4: Employment ahead of the next stage. The additional sites are listed in Appendix 2.
- **Housing Requirement:** 71 comments were received objecting to the housing requirement – arguing it is not sufficiently high enough, the commitments/completions/residual figure is incorrect, or the District Plan spatial strategy (policies DP4: Housing and DP6: Settlement Hierarchy) had not been applied correctly. These were predominantly from promoters of sites that were not included within the DPD. Some respondents feel the housing requirement is too high because the completions or commitments figures are incorrect, and the Sites DPD should allocate fewer sites. Officers remain confident that the published information is correct.
- **General Comments:** Objecting largely to the principle of housing development, the Sites DPD, site selection process, and evidence base/supporting documents.

*Note: technical reports/appendices may not always be included within the summary reports due to their length/format. All responses, in full, are available to view at the District Council offices – Oaklands, Oaklands Road, Haywards Heath, RH16 1SS.*



## **Employment Sites**

<b>Site/Policy: SA2 Burnside Centre</b>			
<b>Number of Comments Received</b>			
<b>Total: 3</b>	<b>Support: 0</b>	<b>Object: 2</b>	<b>Neutral: 1</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"><li>• Site is adjacent to the Pook Bourne Stream, Flood Risk Assessment will be required, and no development shall take place within 8m of the main river. (Environment Agency)</li><li>• Requirement for stream and open area of green space to be protected and enhanced (Sussex Wildlife Trust)</li><li>• “Burgess Hill Shed” are located at this site, this is a valuable community resource and they should be found alternative accommodation. There should be a comprehensive study of what is required in the town before Burnside is removed. (Burgess Hill Town Council)</li></ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"><li>• None</li></ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"><li>• Liaise with West Sussex County Council (landowner and site promoter) regarding timeline for the site, including the policy requirement to replace existing use.</li><li>• Amend policy wording to make clear there is a requirement for a Flood Risk Assessment.</li></ul>			

**713** **Mrs H Hyland** **Organisation:** Environment Agency**Behalf Of:****Statutory Consultee****Reference:** Reg18/713/2**Type:** Neutral

The Pook Bourne Stream, a main river, is located along the southern part of the site. Any redevelopment of the site will need to ensure that flood risk, including an allowance for climate change, is fully considered through a Flood Risk Assessment. No built development should be incorporated within 8 metres of the main river. Opportunities for providing enhancements to the river corridor could also be incorporated and any use of the site should ensure suitable pollution prevention measures are incorporated into their design.

**748** **Ms J Price** **Organisation:** Sussex Wildlife Trust**Behalf Of:****Statutory Consultee****Reference:** Reg18/748/4**Type:** Object

This site appears to run adjacent to a stream and is next to an open area of green space. There should be a requirement for these features to be protected and enhanced and for a holistic approach to Green Infrastructure to be undertaken, including enhancing connectivity and function.

**667** **Mr S Cridland** **Organisation:** Burgess Hill Town Council**Behalf Of:**

Town &amp; Parish Council

**Reference:** Reg18/667/1**Type:** Object

There is an inaccuracy in the description in that there is no mention that the Burgess Hill Shed is based at the centre. This is a valuable community resource and they should be found alternative accommodation as well as a replacement facility for the adults with learning difficulties. There should be a comprehensive study of what is required in the town before Burnside is removed

<b>Site/Policy: SA3 - Former KDG</b>			
<b>Number of Comments Received</b>			
<b>Total: 2</b>	<b>Support: 0</b>	<b>Object: 2</b>	<b>Neutral: 0</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Adjacent to open space which should be retained, alongside protection and enhancement for biodiversity on site (Sussex Wildlife Trust)</li> <li>• Site has planning permission for industrial use, the Council requests it is used for housing as defined in the Neighbourhood Plan (Burgess Hill Town Council)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Clarify position in the policy in relation to the existing planning permission. Will still contribute towards the employment need as it was not previously counted as a 'commitment'</li> <li>• Neighbourhood Plan allocation relates to a mixed-use development at this location, this will not be possible when the existing planning permission is implemented.</li> <li>• Amend policy wording to make clear the requirements for biodiversity on site</li> </ul>			

748	Ms J Price	Organisation:	Sussex Wildlife Trust	Behalf Of:		Statutory Consultee
Reference:	Reg18/748/5	Type:	Object			

This site is also adjacent to the same green space as SA2 which includes the stream. The site also appears on aerial photos to be abandoned with some vegetation. Therefore the requirements for this site should also consider protection and enhancement of biodiversity and the green infrastructure network in a holistic way in conjunction with SA2.

667	Mr S Cridland	Organisation:	Burgess Hill Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/667/2	Type:	Object			

This site already has planning permission for industrial use and the Council requests that it be used for housing as defined in the Neighbourhood Plan. It was noted that there was a traffic issue around the bend of Victoria road, and a link road is requested

<b>Site/Policy: SA4 – Land north of A264</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 19	<b>Support:</b> 1	<b>Object:</b> 17	<b>Neutral:</b> 1
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• This area was intended to be retained as a landscape screen between the A264 and the residential development permitted to the north. This use would contradict its purpose. (Worth Parish Council)</li> <li>• The site is not required to meet the residual employment need, as the Sites DPD over-allocates (Worth Parish Council)</li> <li>• No infrastructure concerns given information to date (Thames Water)</li> <li>• Seems partially developed, would still need to retain biodiversity (Sussex Wildlife Trust)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• Will increase traffic to the area, which is already congested</li> <li>• B8 (Warehouse) units will inevitably mean logistics operations, therefore traffic movements on a 24/7 basis</li> <li>• Was intended for landscaping as part of the St Modwen scheme to retain the strategic “gap” between Crawley and Copthorne</li> <li>• Combination impacts with the permitted 500 homes on the same site</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Site specific requirements will be amended to refer to high quality design and landscaping in order to ensure provision of a landscape screen.</li> <li>• The site was appraised favourably in Site Selection Paper 4 and Sustainability Appraisal therefore is a suitable site for allocation, its location is supported by the NPPF</li> </ul>			

654

Mr S Molnar

Organisation: Terence Orourke

Behalf Of: St Modwen Developments

Promoter

Reference: Reg18/654/3

Type: Support

St Modwen Developments (SMD) supports the additional site allocation reference SA4, land north of the A264 at Junction 10 of the M23. This comprises 2.7ha and is identified for B1/B8 development. SMD supports the B1/B8 allocation.

The site is part of a larger mixed use development site with outline planning permission for a mix of new homes and employment uses, and the site SA4 itself sits within an area that is identified as open space on the approved master plan. The site is surrounded on all four sides by highways infrastructure; to the west lies the south bound slip road from the M23 to junction 10, to the south is the A264, to the east is the newly constructed site access road to the new Heathy Wood residential development, and to the north is the newly constructed access road to the employment area.

This location is an excellent location for employment land, given its proximity to J10 of the M23 and with a recently constructed new access to the A264. SMD is in the process of building out existing employment on land to the north of the site for B8 use, and has seen considerable market interest that reflects this excellent location. There is reserved matters approval for one B8 unit with an identified end user, which is now under construction, and a full planning permission for another B8 unit.

#### Site Allocations Criteria

SMD concur with the Councils assessment of the Site Allocations Criteria with the exception of the 'achievability' row. There is significant demand in this location for additional business space and SMD consider that a scheme at SA4 could be delivered in the short term.

#### Comments on SA4

SMD notes that the first bullet point in site specific requirements seeks a mix of B1/B8 uses onsite with justification to be sought for the quantum of development proposed for each use. However SMD considers that the site is not large enough for a mix of B1 and B8 and that it is more likely to be used for one or the other uses. Given its location and the known demand in the area it is more likely to be B8. The wording as it stands is therefore potentially restrictive and should be changed to state:

" Proposals might be for either B1 or B8 uses, or a mix of B1/ B8 uses if viable. Proposals should clearly set out the justification for the use."

The second bullet in the site specific requirements refers to B2 uses, however the site allocation is for B1 and B8. SMD question whether the reference to B2 uses should therefore

be removed from the site requirements?

SMD supports the flexibility in the 3rd bullet point that that non-business class uses will be permitted where B1 and B8 uses will not be economically viable.

Whilst the site is an excellent location for the B class uses and there is currently high demand for B8 use in particular at this highly accessible site, other uses such as retail and hotel uses are also likely to be suitable and viable uses for such a site. In the event that market conditions change SMD consider that other employment generating non-business uses such as these would be appropriate for the site.

SMD considers that it is appropriate that the site specific requirements for SA4 should also refer to the need for realignment of the existing footpath/cycle path with an additional bullet point as follows:

- "Proposals should provide for the realignment of the existing footpath/cycle path to allow an appropriate layout to maximise employment provision at the site" .

#### Conclusion

Subject to some minor points of clarification noted above SMD support the allocation of SA4 for B class uses. The site is an ideal location for such uses and would contribute towards the demand for employment land in the area and can be delivered within the short term.

<b>622</b>	<b>Ms T Hurley</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Thames Water	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/622/4	<b>Type:</b> Neutral		

On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/6	<b>Type:</b> Object		

Although clearly greenfield, this site appears to already be partially developed on aerial photographs. Presumably the planning permission for the residential elements included requirements in relation to biodiversity and green infrastructure enhancements. These should be reflected in the requirements for this site.

625	Mrs J Nagy	Organisation:	Worth Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/625/1	Type:	Object			

The Parish Council is surprised and disappointed at the inclusion of the additional employment site on ‘Land north of the A264 at Junction 10 of the M25’.

When the existing master plan was drawn up for this site, the area to the South where the proposed additional unit would be sited was deliberately left for screening with trees and shrubs to give a sympathetic finish to this site and the entry to the village.

What is now being proposed would mean the first impression as people entering the village from the west would be of a large industrial unit with the articulated lorries that would be using the site.

In paragraph 2.4 of the ‘Sustainable Economic Development’ section of the Site Allocations Development Plan Document (SADPD) it states that an additional requirement of 35 to 40 hectares of land is required for employment land, It further states that 25 hectares has been allocated at Burgess Hill leaving a requirement of 10 to 15 hectares. The 7 sites Identified in the SADPD give an additional 17.45 hectares, so the removal of this site from the proposed developments would still leave 39.75 hectares; a figure right at the top end of the Council’s requirement.

In addition, when the site was originally discussed in 2012, it was stated that small industrial units for ‘local businesses would be provided which would create well paid employment for local people.

The first unit on the site just to the north of the proposed site has just been let to Gatwick Airport Limited as a storage unit which not only will give employment in the lower pay range, but given the location of the site will, in all probability, given the proximity of the built up areas in close proximity to the site, provide employment for Crawley rather than residents of Mid Sussex, which is the primary objective when providing employment sites.



778	Mr P Budgen	Organisation:		Behalf Of:		District Councillor
Reference:	Reg18/778/1	Type:	Object			

1) The location plan embedded in the consultation document does not show the new roundabout into Heathy Wood, a considerable section of the Copthorne Way is obscured by hatching, the key which cannot be read, there is no scale bar and no indication about where the site sits in relation to the approved development at Heathy Wood, which has caused confusion amongst most of the residents with whom I have spoken with as to where the site actually is. Some residents believe the area of the proposed allocation is where the currently approved warehousing is to be built. The plan is only really of use to a professional user, familiar with the area and has not been an effective tool for public engagement.

2) The Committee Report in respect of the approved development at Heathy Wood referred to strategic planting on this part of the site and that the perception of the erosion of the strategic gap would not be significant "on the ground":

I am unconvinced at this stage there are no other sites in the District where the need for employment land can be met, without needing to harm the fundamental integrity of the strategic gap in this location and lose the benefit of the proposed structural planting, both to the strategic gap and at the entrance to Heathy Wood.

3) I believe B1/B8 units are typically 12-15m high and given the height of the site relative to its surroundings am concerned they would potentially appear dominant in the immediate setting, and be a particularly harmful form of development on this site. I accept the recent B8 (?) development at Handcross Nurseries is well designed and in my opinion, is an exemplar but it is difficult to see how such a sympathetic design could be achieved on this site.

4) I accept the site is spatially well located next to Junction 10 of the M23 but would find it easier to support a lower, less intrusive form of development which could sit within a landscaped setting. We discussed airport parking but I accept your comments about the impact of lighting. Are there any other forms of employment space such as office space which could be considered which would have a lower visual impact?

5) If the site is allocated I am minded to agree with those residents who feel the lost open/green space and planting should be mitigated either by the provision of some other form of social infrastructure and planting within Heathy Wood or elsewhere in the locality.

In conclusion, I can understand in spatial terms why the site has been selected but am concerned whether the harm to the fundamental integrity to the strategic gap is justified and if it would be possible to design B1/B8 buildings in this location that would be acceptable due to the height of the existing ground level.

969	Mr C Phillips	Organisation:	Worth Parish Council Councillor	Behalf Of:		District Councillor
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Reference:	Reg18/969/1	Type:	Object
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When this site for mixed housing and industrial use was first discussed and approved in 2012/13, great play was made of the fact that the development would be screened by trees and would be sympathetic too the village environment.

The site now being proposed is right up against the A264 and will be the first site of the village for traffic coming off the M23 in a easterly direction and will contradict the rational for the design of the site originally.

In paragraph 2.4 of the 'Sustainable Economic Development' section of the Site Allocations Development Plan Document(SADPD) it states that there is a requirement for 35 to 40 hectares of additional Industrial land for employment use. The 7 sites allocated in the SADPD together with the original sites already allocated give a total area of 42.45 hectares, higher than the identified requirement. The elimination of this site would still leave 39.75 hectares, a figure not far short of the of the top of the range identified.

If it was felt additional space was required on this site, I believe that redesign of the of the 2 approvals already given for industrial space could give an increase in the industrial space and this would take the total allocation over all of he sites above the 40 hectares upper estimate of the requirement.

The recent letting of the first phase of this site to Gatwick Airport Ltd. would indicate that this site would be for low density employment numbers of low skilled jobs. Again, when the site was originally discussed it was envisaged that it would contain an allocation of small units for local businesses providing higher skilled/higher paid employment. It is also likely that a large percentage of the employment will be for people outside of the Mid Sussex area, whereas we should be aiming to provide employment for resident of Mid Sussex.

1005	Mr L Beirne	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1005/3	Type:	Object
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P14: Table 2.11: Copthorne SA4 – Land North of the A264 at M23, Junction 10: Presently, and somewhat naïve to contemplate, that both local residents and Industrial Estate employees will not use personal transport going to and from this area, significantly affecting congestion, road safety and poor air quality, especially adjacent to major Motorway junction: this appears to be ‘Pie-in-the-Sky’ thinking. The Author should have demonstrated more awareness to the above given this location.

1392	Mr F Berry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1392/3	Type:	Object
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P14: Table 2.11: Copthorne SA4 – Land North of the A264 at M23, Junction 10: It is unrealistic to assume that both local residents and Industrial Estate employees will not use personal transport going to and from this area, significantly affecting congestion, road safety and poor air quality, especially as it is adjacent to a major Motorway junction.

157	Mr P Eaton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/157/1	Type:	Object
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I understand that this area in the original building plans was designated as one for landscaping and to provide the continued "impression" of a strategic gap between Crawley and Copthorne. The idea of industrial units alongside Copthorne Way will just increase the impression that we are becoming one large concrete jungle and this, in an area where the original plans for the development of the whole area included specific landscaping for this particular 2.7ha.

There was considerable debate about this whole estate at the time of the original planning application and decisions made were based upon that application. Yet now we are being faced with more concrete and I have to ask whether the initial decision would have been made if these industrial units had been included in the original application.

We have a duty to preserve the landscape and not just build blocks of industrial units which are in peoples eyelines when they are adjacent to the roundabout over the M23. Landscaping is a vital element in the building of any estate. Please do not let it be "brushed aside" for a few industrial units

1102	Mrs W Iball	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1102/1	Type:	Object
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This land is ear marked in the Heathy Wood development as a buffer zone for the new housing with screening for noise and vegetation to absorb pollutants.

Further development would bring additional traffic with the associated noise and pollution and exasperate the situation with jam packed roads at peak times; the traffic queues now even before the additional planned housing in Heathy Wood is built.

Green landscaping would be replaced by huge warehouses that will be an overbearing eyesore.

This development will result in more loss of green areas around Copthorne. Development on this land again removes the perception of a strategic gap that is needed to retain the ‘village’ of Copthorne.

979	Mr B Knight	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/979/1	Type:	Object
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I am concerned that the development of this site to include B8 usage, will significantly impact on the local population.  
There have been suggestions that this site would be used for providing logistics operations for Gatwick Airport; a 14 bay dock storage & distribution facility.  
This would generate massive movements of heavy transport on a 24/7 basis, resulting in light, noise & air pollution to the local residents.  
It would also choke an already grid-locked access to road to the M23, pushing west-bound traffic on the A264 back towards the Duke's Head roundabout. This route is extremely busy at times, and locals trying to get out of the village already find it impossible at times to join the traffic.  
Traffic exiting the M23 routing to the depot would also generate longer tailbacks on the motorway slip road.  
This is NOT a suitable locations for this type of operation & if we are not careful, Copthorne will be swallowed by the Gatwick machine and set the wrong precedent.

932	Mr J Landrock	Organisation:		Behalf Of:		Resident
Reference:	Reg18/932/1	Type:	Object			

The land North of the A 264 which you have very recently added to the sites for consideration as suitable for sustainable economic development is currently designated as a notional strategic gap in the planning permissions given for the 500 unit housing developments to the North and East of this. These developments are not even complete yet but you are already considering removing this designation and allowing the future development of this area. This makes a mockery of the planning consultation previously undertaken for the housing development as it's clear that MSDC have no interest in the preferences of the local community who would like to see Copthorne retain it's own separate identity from Crawley.

769	Mr E.M. Livesey	Organisation:		Behalf Of:		Resident
Reference:	Reg18/769/1	Type:	Object			

With reference to the above consultation, I refer to the above document proposing a developable area of 2.7ha with allocation for employment land within use classes B1 (Business/Light Industrial and B8 (Storage and Distribution) as appropriate for this site.

This site must NOT be proposed for any development whatsoever, especially not the industrial units suggested, for the following reasons:

The site is critically important as a green, tree planted area providing the perception of separation between Crawley and Copthorne and shielding the development to the north from any view from the A264.

This was a major factor stressed by the applicant, St Modwen, when the whole site was being proposed. Their master plan design and access statement figure 1.6 shows very clearly how this space would be retained as green space and planted with additional trees (46 as per the approved Reserved matters application DM/17/4875, of the 152 trees to be planted across the whole site).

As officers will be aware, the approval at committee for this whole site (application 13/04127/OUTES) was gained by a majority of only one. The consistent guarantee from both the applicant and officers that the development would be shielded from view by this green space to retain the perception of separation between Copthorne and Crawley was THE key factor in obtaining this approval.

The following are just some of the statements in the officer's report to that committee:

1) From the Executive Summary - "...within the strategic gap between Copthorne and Crawley...the applicants have tried to be respectful.... In identifying.....areas of strategic landscape planting. The main point being the perception of the gap". This statement is repeated verbatim in the officer's Planning Balance / Conclusion statement on page 32 of his report.

2) From page 22 of the report, Landscape Impact / Coalescence with Crawley - "The character area is considered to have a high value because much of it has retained a distinctive rural character" and from page 23 "It is appreciated that the proposed development will erode the space between the western side of Copthorne and the M23/Crawley. However, the perception of this erosion will not, in your officer's opinion, be apparent on the ground to any significant degree" BECAUSE "The structural planting to the south" (i.e. on the space now being proposed as SA4) ".....are important elements in reaching this view."

3) Condition 15 of the approved application requires details of the landscape management plan to be approved before work commences and this was the subject of the planting plan approved in the reserved matters application DM/17/4875 already referred to.

I cannot find any subsequent application or amendment to that approval.

At the time of the granting of the outline approval, I was both a MSDC and Worth Parish Councillor. A few days before the application meeting, I received a personal letter from Colin Darby, Planning Manager for St Modwen Properties PLC, on official St Modwen headed paper. Colin Darby was the lead representative for St Modwen in all its proposals and presentations to both MSDC and Worth Parish Council. In his letter he includes a paragraph headed "A sensitive, sustainable development". The paragraph contains the following:

"From the outset, St Modwen has sought to respect the rural character and setting of Copthorne and its environs. As such, the proposals retain the majority of the site as green and open space." ... "The undeveloped, retained open land would be dedicated to ensuring a strong sense of separation, preventing any perception of coalescence with Crawley. Landscaping and careful layout will ensure none of the new homes would be visible from the A264." The underlining is mine but it is quite abundantly clear that St Modwen never intended this green space to be anything other than a green space with trees in order to maintain the perception of separation and shield the new development from view.

For MSDC to now drive a coach and horses through that guarantee and the statements in the officer's report by proposing to allow industrial units be sited on that area would be not only a total dishonouring and complete reversal of the assurances given above but would destroy any sense whatsoever of the perception of separation and the rural character so assiduously repeated by MSDC officers and St Modwen. Such units would be clearly visible from the A264, be an eyesore and blot on the landscape which could not be hidden and totally out of keeping with the rural character. As such, the site is absolutely not worthy of being considered for any development other than as a green, tree planted space.

I respectfully request that this site is not considered any further as an allocation for employment land.

I am happy to provide you with a copy of Colin Darby's letter.

Further to the SA4 plan on your website, trees and land on the southern side of the A264 are shown overlapping the carriageways!

**1101** **Mrs A Patel** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

The industrial units do not form a strategic unit as the planning permission suggested. Also it makes the whole area look like an industrial site. They were supposed to be hidden from the A264. The units will not provide any kind of new employment for the area but a constant flow of traffic from the airport to the units. The number of jobs created does not justify the increase in traffic or pollution.

**963** **Mr D Smith** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I must object in the strongest possible way to the allocation of land North of the A264 adjacent to the Copthorne Link Road as an Employment Area.

This ground forms a green barrier between the Link Road and the Noew housing at Heathy Wood.

Having commercial premises on this land will change the whole aspect of the approach to our village from Rural to Commercial/Industrial.

The only benefit of this is a financial one to St Mogwen who now own the land.

There is no local call for this change.

It just reflects the felling of trees on the South side that now exposes the large airport parking. Also a complete disgrace on the Council. No doubt none of the decision makers live in Copthorne.

964	Ms S Snelling	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/964/1	Type:	Object
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This land is part of the Heathy Wood development and when planning permission was granted it was stated by S Ashdown, Planning Officer, that this area would form part of a strategic gap between Copthorne and Crawley - the land has been cleared and landscaped and actually creates a visually acceptable access to the Heathy Wood development. Developing this ground would remove any notion of a strategic gap.

Industrial units were approved as part of the Heathy Wood application, and work is just about to begin on what will be called St Modwen Park Gatwick. This is a misnomer, as Gatwick is 2 miles away, and the units are located within the VILLAGE of Copthorne. St Modwen went to great pains to persuade us that they were creating "Copthorne Village West", this will now become yet another industrial park, adjacent to which are 500 houses, some of which are in an area of such high pollution that they will be built with non-opening windows facing the M23 because of the pollution. This new proposal will only add to the pollution.

The road infrastructure is unable to cope with heavy volumes of traffic at the present time. Once the 500 houses are built, plus St Modwen Park Gatwick industrial units, the current gridlocking will be even worse.

A broken down lorry in one lane of the access to J10 roundabout on Friday 15 November 2019 caused a half an hour tail back at 1430 hours, had this been during peak traffic movement the gridlock would have extended back on to the M23. There has been insufficient thought about the impact of the Heathy Wood development, the road is not suitable.

An invitation has just been issued to Copthorne Village to attend a meeting on 5 December 2019 about the proposal to site a primary school on the Heathy Wood site. This location is not within walking distance for many parents dropping off their children (as the current 2 schools in Copthorne are), which will lead to a considerable increase in car movements twice a day. The Copthorne Way cannot cope with it.

WSCC is expecting us to agree to send our children to school at a location already polluted above acceptable levels, and once the St Modwen Park Gatwick is built the pollution will be further increased, the current proposal to build industrial units on this 2.7 hectare site is totally unacceptable.

I strongly object to this proposal.

750	Ms M Towning	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/750/1	Type:	Object
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I am writing to object strongly to the proposal to develop an area of 2.7 hectares, land north of A264. Junction 10 M23

This land was supposed to form a green area to provide a strategic gap between the town of Crawley and village of Copthorne.

This area already had a development agreed for 500 homes, the traffic going to be created by this has not yet been experienced as the homes are not yet built and in occupancy. Even without these homes and their associated cars junction 10 of M23 is at grid lock during rush hours, from both directions north and south. How is developing this 2.7 hectare site going to help this traffic congestion?

When will Mid Sussex council take notice of the people of Copthorne and understand the daily struggle to get to and from the village. The A264 is a single lane road that cannot cope with the volume of traffic now, let alone when there are 500 new homes and a new industrial area that you are proposing.

When will Mid Sussex council realise that just because there is some 'spare' land around a village it doesn't mean it has to be built on! There are many other factors that need to be taken into account and the quality of life of the people living in these villages.

3	Mr A Westgate	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/3/1	Type:	Object
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With reference to The proposed additional allocation of 2.7 hectares of employment land to the north of the Copthorne Way is shown on the extract below and the fact that The consultation about the draft MSDC Site Allocations Development Plan Document - we understand comments are open until midnight on 20th November.

We understood that the land, as part of the original application was designated as a planted zone, rather than an industrial park.

We understand that there are now plans to redevelop this as a large industrial unit, to serve Gatwick Airport, which is against the agreed plans, will attract an increased volume of traffic and pollution and congest an already busy road.

We note that this although this is NOT a planning application at this stage the successful allocation of this site will be a significant step towards establishing the principle of development.

We therefore complain most strongly about this proposal and in addition and importantly the Copthorne residents have not been consulted about this proposal, as we believed that the original planning application still stood.



154	Mr R Wilkie	Organisation:		Behalf Of:		Resident
Reference:	Reg18/154/1	Type:	Object			

When planning permission for the St Modwen development was granted,it was on the understanding that this land would be landscaped in an attempt to retain the perception of a strategic gap between Crawley and Copthorne.

The development of this site is contrary to this and will be another nail in the coffin of Copthorne Village's identity as a separate community and would be a breach of the assurances given to Copthorne residents permission for the St Modwen development was being sought

<b>Site/Policy: SA5 – Bolney Grange Business Park</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 10	<b>Support:</b> 1	<b>Object:</b> 7	<b>Neutral:</b> 2
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>Lies in a mineral safeguarding area, need to assess potential for mineral sterilisation (West Sussex County Council)</li> <li>No site-specific requirements related to biodiversity or green infrastructure, and no assessment of these in the Sustainability Appraisal (Sussex Wildlife Trust)</li> <li>Site extends outside the area of the Bolney Neighbourhood Plan, Parish Council requests a landscaping scheme is used to minimise the impact on views from the South Downs (Bolney Parish Council)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>Discuss requirements with West Sussex County Council and amend policy wording to address the requirements for potential mineral sterilisation</li> <li>Include biodiversity/landscaping requirements to the policy and address this in the Regulation 19 Sustainability Appraisal</li> </ul>			

<b>634</b>	<b>Mr A Stevens</b>	<b>Organisation:</b> ASP	<b>Behalf Of:</b> London Town Property Holdings LTD	<b>Promoter</b>
<b>Reference:</b>	Reg18/634/1	<b>Type:</b>	Support	

Within the context of our client's overall support for the location of additional strategic commercial development, it is considered that the four sites at Bolney Grange represent a very logical and appropriate addition to employment land, both by virtue of their location to the West of Burgess Hill and in the context of the wider spatial distribution of employment development within the District.

It is considered that the expansion of Bolney Grange Business Park presents an opportunity to compliment this allocation by providing land within close proximity which will be able to support a less specialised employment regime. There exists an opportunity for the businesses at the Bolney Grange Business Park to act as suppliers for the Science and Technology Park, and with further expansion of Bolney Grange the synergy between employment locations will increase. It is considered that the allocations in combination will provide a highly sought-after employment hub to support the new working resident population expected in the District.

In summary, as described above, the four sites at Bolney Grange Business Park proposed to be allocated as described in Policy SA5 of the draft Site Allocations Development Plan Document are suitable for redevelopment and expansion. An opportunity exists here to provide employment land in a location which works with the strategic vision for the District, we therefore offer support to the allocation and the strategy chosen by the Council. On behalf of our client we confirm that the entirety of the 7 hectare allocation is within the ownership of London Town Property Holdings and is readily available and deliverable in the short term.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/7	<b>Type:</b>	Object	

The SA assessment for Land at Bolney Grange states that impacts on objective 8 'biodiversity' will only be known once specific sites are chosen. However it appears that all 4 SHELAA sites have been combined to form one allocation. It is therefore unclear why the SA does not consider the impacts of this. It is also not clear why the impacts of this site have not been assessed as part of the Technology Park (SA9) when they are clearly linked.

SA5 appears from aerial photographs to be rough grassland with significant biodiversity potential in particular for priority species such as common toad, common lizard and barn owl. SWT is very concerned about the allocation of this site with no site specific ecological information and no site specific requirements relating to biodiversity or green infrastructure.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/45	<b>Type:</b>	Neutral	

The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

**784** **Mrs D Thomas** **Organisation:** Bolney Parish Council **Behalf Of:**  **Town & Parish Council**

**Reference:**  **Type:**

This site extends outside the area of the current Bolney Neighbourhood Plan. The Parish Council request that a landscaping scheme is used to minimise the impact on views from the south downs and surrounding countryside as well as a minimal lighting scheme and height restrictions on the buildings.

**706** **Mr E Hanson** **Organisation:** Barton Willmore **Behalf Of:**  **Developer**

**Reference:**  **Type:**

Furthermore, given the nature of B8 uses, namely for storage and distribution, the use of larger vehicles is expected. Sandbridge Lane to the west of the site is unsuitable for HGVs and access to and egress from the existing Business Park is via a left-in, left-out arrangement.

**706** **Mr E Hanson** **Organisation:** Barton Willmore **Behalf Of:**  **Developer**

**Reference:**  **Type:**

Policy SA5: Land at Bolney Grange Business Park  
Reflecting the arguments above, development of the land at Bolney Grange Business Park is not considered necessary.

**696** **Mr P Ranier** **Organisation:** DMH Stallard **Behalf Of:**  **Developer**

**Reference:**  **Type:**

The level of development proposed in this location is considered to be disproportionately high and out of scale with the existing pattern of development. It is considered that a more effective strategy would be to allocate a broader spread of employment sites throughout the District, in particular locations close to settlements to the north of the District, including Crawley. This would ensure that such a disproportionate burden is not placed on the landscape, ecology and amenity of residents in one area whilst providing a broader range of locations for employers seeking sites in Mid Sussex. It is considered that this would represent a more effective and sustainable strategy to the delivery of employment floorspace and would ensure that employment opportunities are fairly distributed through the District.

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/4	Type: Object		
<p>The north-east of Burgess Hill beyond the A273 is characterised by a network of fields with hedgerow boundaries and sporadic farm buildings. It is considered that the proposed allocations are entirely excessive and out of step with the current pattern of development to an extent that will fundamentally alter the landscape characteristics of the area.</p> <p>With regards specifically to Policy SA5 it is considered that in particular this proposed allocation does not take into account the current patterns of development, extending well beyond the built up boundary into the countryside that surrounds Burgess Hill. It will result in an encroachment of Burgess Hill on to the village of Hickstead causing a sense of coalescence between these two settlements.</p> <p>The site at present provides some relief to the Bolney Grange Business Park from views along Job's Lane, a quiet rural road, and this allocation will push development directly on to Job's Lane. The proposal is also likely to have a significant detrimental impact on the Hickstead Hotel which currently benefits from open views of countryside which if developed will be replaced with views to an industrial estate. This proposal will have a significant adverse impact on the amenities of the hotel and is likely to substantially harm attractiveness of the hotel to visitors and the sustainability of a local established business. This proposed allocation is directly to the front (east) of our Client's dwelling and will cause significant harm to their residential amenity.</p>				

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/3	Type: Object		
<p>SA5 will have a significant adverse impact on both our Client's property off Stairbridge Lane and The Hickstead Hotel, negatively effecting residents and an existing local employer, in addition to several other individual residential dwellings and businesses in the locality.</p> <p>In addition to outline approval for The Hub these allocations will mean that a total of 65 hectares of employment development will have been allocated or approved along the A2300. This is considered to be an excessive amount in one location that will have drastic adverse impacts on the air quality and tranquillity of this area for local residents and other business users.</p> <p>The DPD building constructed as part of The Hub development provides an indication of how stark and out of character the proposed industrial development west of Burgess Hill is and how ineffective the limited mitigation has been in reducing the significant effects on the landscape. It is considered that any further development in this location will be detrimental to the visual characteristics of this area and will result in significant harm to the amenities of the countryside. In respect of The Hub development it is considered that there has been a failure to take into account the landscape and topography of this location, the sites north of the A2300 are located in a more exposed position and their development is likely to cause more significant harm. The excessive level of employment development will have a severe burden on residents and people using the A2300 to access services or employment locations in Burgess Hill itself. Policy areas SA5 and SA9 are not considered to lie in sustainable locations being distant from a Railway Station, local shops and services with bus services also infrequent (existing services being hourly from Hickstead services). Employees at SA5 and SA9 are likely to be almost entirely reliant on private motor vehicles for both travelling to/from work and other daily trips to shops/services. It is considered that this will result in a significant impact on residents and other established businesses west of Burgess Hill that rely on services and access within the settlement.</p> <p>In summary we object strongly to these proposed allocations and would request that they are deleted with a preference for identifying a broader range of sites in more sustainable locations throughout Mid Sussex. It is considered that this change is necessary in order to avoid substantial adverse harm being cause to landscape characteristics and residential amenities north-west of Burgess Hill and ensure a robust and sustainable strategy for the delivery of employment floorspace within Mid Sussex.</p>				

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/1	Type: Object		

We are writing on behalf of Ampito Group in objection to the proposed employment allocations SA5 and SA9 which lie to the north of the A2300 west of Burgess Hill and extending just east of Stairbridge Lane. Ampito Group own property just off Stairbridge Lane and will be directly effected by these proposed allocations.

We object to both of these allocations for the following reasons:

- Together and individually they comprise an excessive amount of employment development within this location and will have a significant adverse impact on the visual characteristics, air quality, tranquillity and biodiversity of the local area.
- The proposed allocations will push the development boundary of Burgess Hill further eastwards and will dramatically change what is currently an area characterised by agricultural land and sporadic farm buildings into an area characterised by industrial buildings and warehouses.

The proposals will result in an overconcentration of employment development in one location (west of Burgess Hill) and it would be more sustainable and effective to identify and support a broader spread of employment areas at other settlements (particularly within the northern part of the District).

<b>Site/Policy: SA6 – Marylands Nursery</b>			
<b>Number of Comments Received</b>			
<b>Total: 3</b>	<b>Support: 0</b>	<b>Object: 1</b>	<b>Neutral: 2</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>Lies in a mineral safeguarding area, need to assess potential for mineral sterilisation (West Sussex County Council)</li> <li>The Parish Council would like to see a height restriction, light pollution and landscaping plan for this site. (Bolney Parish Council)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>Discuss requirements with West Sussex County Council and amend policy wording to address the requirements for potential mineral sterilisation</li> <li>Site specific requirements will be added to refer to high quality design, height and landscaping</li> </ul>			

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/46	<b>Type:</b> Neutral		

The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>784</b>	<b>Mrs D Thomas</b>	<b>Organisation:</b> Bolney Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/784/2	<b>Type:</b> Neutral		

The Parish Council would like to see a height restriction, light pollution and landscaping plan for this site.

<b>706</b>	<b>Mr E Hanson</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Glenbeigh and Dacorar	<b>Developer</b>
<b>Reference:</b>	Reg18/706/5	<b>Type:</b> Object		

Policy SA6 allocates Marylands Nursery for B8 employment use, as well as enabling non-business classes where B8 uses alone would not be economically viable. The policy requires the existing access from the northern roundabout to be used.

2.12 Glenbeigh/Dacorar do not consider Marylands Nursery to be a suitable site for B8 uses. The site offers only 2.4ha of development land, which is not considered insufficient for accommodating meaningful B8 uses. Due to size constraints, delivery drivers will likely wait beyond the site boundary where there are insufficient facilities. This will inevitably lead to illegal parking and problems with rubbish.

2.13 Again, given the availability of land at The Hub, development of Marylands Nursery is not considered necessary to meet the District's B8 employment needs.



<b>Site/Policy: SA7 – Cedars, Brighton Road</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 6	<b>Support:</b> 0	<b>Object:</b> 4	<b>Neutral:</b> 2
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Site is adjacent to a waste management facility; development should not prevent or prejudice the continued use of the waste management facility (West Sussex County Council)</li> <li>• In our view, would constitute major development in an Area of Outstanding Natural Beauty (AONB) (CPRE)</li> <li>• Would require an assessment of whether this constitutes major development in the AONB and a Landscape and Visual Impact Assessment (LVIA) (High Weald AONB Unit)</li> <li>• AONB site - agree that a LVIA should be carried out (Natural England)</li> <li>• Priority habitats/woodland should be referred to in the policy text (Natural England)</li> <li>• No infrastructure concerns (Thames Water)</li> <li>• No ecological information has been provided; policy should also include reference to net gains in biodiversity (Sussex Wildlife Trust)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Amend policy text to address West Sussex County Council comments regarding the waste management facility.</li> <li>• Amend policy text to refer to priority habitats and ecology requirements</li> </ul>			

**642** **Ms C Tester** **Organisation:** High Weald AONB Unit**Behalf Of:****Statutory Consultee****Reference:** Reg18/642/4**Type:** Object

Object in the absence of:

- a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and
- b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.

**710** **Ms J Coneybeer** **Organisation:** Natural England**Behalf Of:****Statutory Consultee****Reference:** Reg18/710/2**Type:** Object

Protected landscape – High Weald AONB

Both sites are located within the High Weald Area of Outstanding Natural Beauty (AONB). We note they are allocated for business, industrial and storage/ distribution uses.

Proposals for these allocations will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16 High Weald Area of Outstanding Natural Beauty states: 'Development within the High Weald Area of Outstanding Natural Beauty (AONB), as shown on the Policies Maps, will only be permitted where it conserves or enhances natural beauty and has regard to the High Weald AONB Management Plan'.

We agree with the provision in SA7 and SA8 for a project-level Landscape and Visual Impact Assessment (LVIA) to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB.

The sites are also occupied by priority habitat deciduous woodland, which is not referred to in SA7 or SA8. Priority habitat should be protected as far as possible, in line with NPPF paragraph 174 which states plans should '...promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.'

Removal of this habitat would be contrary to adopted District Plan policy DP37 Trees, Woodland and Hedgerows

Priority habitat should be protected as far as possible, along with provision of measurable biodiversity net gain.

**622** **Ms T Hurley** **Organisation:** Savills**Behalf Of:** Thames Water**Statutory Consultee****Reference:** Reg18/622/5**Type:** Neutral

On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/8	<b>Type:</b> Object		
<p>This site appears to contain a significant amount of green space and woodland cover and may contain Wood pasture and Parkland priority habitat. Given this it is disappointing that no ecological information has been provided. The requirements for this allocation should include net gains to biodiversity and in particular the restoration of priority habitat.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/47	<b>Type:</b> Neutral		
<p>The site lies adjacent to a waste management facility. Development of the site should not prevent or prejudice the continued use of the waste management facility in accordance with Policy W2 of the West Sussex Waste Local Plan (2014) and the associated Safeguarding Guidance.</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/3	<b>Type:</b> Object		
<p>Our concerns apply especially to those sites that will involve major development (sites SA 7-8, SA25 and SA27). NPPF para 172 mandates refusal of planning permission for major development within an AONB unless genuinely exceptional circumstances exist for allowing it, and (separately) a public interest justification for overriding the public interest in conserving some of the country's greatest and best protected natural landscapes. The SA DPD including these proposed major development site allocations will only be sound if future development of them can be shown on robust evidence to be justified having regard to NPPF para 172. The necessary evidence is currently absent.</p>				

Site/Policy: SA8 – Pease Pottage Nurseries			
Number of Comments Received			
Total: 6	Support: 0	Object: 4	Neutral: 2
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• Site is adjacent to a waste management facility; development should not prevent or prejudice the continued use of the waste management facility (West Sussex County Council)</li> <li>• In our view, would constitute major development in an Area of Outstanding Natural Beauty (AONB) (CPRE)</li> <li>• Would require an assessment of whether this constitutes major development in the AONB and a Landscape and Visual Impact Assessment (LVIA) (High Weald AONB Unit)</li> <li>• AONB site - agree that a LVIA should be carried out (Natural England)</li> <li>• Priority habitats/woodland should be referred to in the policy text. Ancient woodland present on site (Natural England)</li> <li>• No infrastructure concerns (Thames Water)</li> <li>• No ecological information has been provided; policy should also include reference to net gains in biodiversity (Sussex Wildlife Trust)</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>• Site has been promoted by the same landowner as the waste facility (car breakers yard), will liaise with the landowner to ensure it does not prejudice continued use</li> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Amend policy text to refer to priority habitats, ecology and protection of ancient woodland</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to biodiversity net gain. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> </ul>			

**642** **Ms C Tester** **Organisation:** High Weald AONB Unit**Behalf Of:****Statutory Consultee****Reference:** Reg18/642/5**Type:** Object

Object in the absence of:

- a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and
- b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.

**710** **Ms J Coneybeer** **Organisation:** Natural England**Behalf Of:****Statutory Consultee****Reference:** Reg18/710/3**Type:** Object

Protected landscape – High Weald AONB

Both sites are located within the High Weald Area of Outstanding Natural Beauty (AONB). We note they are allocated for business, industrial and storage/ distribution uses.

Proposals for these allocations will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16 High Weald Area of Outstanding Natural Beauty states: 'Development within the High Weald Area of Outstanding Natural Beauty (AONB), as shown on the Policies Maps, will only be permitted where it conserves or enhances natural beauty and has regard to the High Weald AONB Management Plan'.

We agree with the provision in SA7 and SA8 for a project-level Landscape and Visual Impact Assessment (LVIA) to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB.

Ancient woodland is present on SA8. Paragraph 175 of the NPPF states that 'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland [...]) should be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.'

The sites are also occupied by priority habitat deciduous woodland, which is not referred to in SA7 or SA8. Priority habitat should be protected as far as possible, in line with NPPF paragraph 174 which states plans should '...promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.'

Removal of this habitat would be contrary to adopted District Plan policy DP37 Trees, Woodland and Hedgerows

Priority habitat should be protected as far as possible, along with provision of measurable biodiversity net gain.

**622** **Ms T Hurley** **Organisation:** Savills**Behalf Of:** Thames Water**Statutory Consultee****Reference:** Reg18/622/6**Type:** Neutral

On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.

There are assets and wayleaves crossing the site. The developer will need to contact thames water if they intend to build near these.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/9	<b>Type:</b> Object		
<p>This site is clearly greenfield and also may include Wood pasture and Parkland priority habitat. Whilst we support the requirement for the 15m ancient woodland buffer there must be further consideration of the ecological value of the site. If up to date ecological information demonstrates that the site can be developed whilst avoiding impacts on biodiversity then this should be done in a holistic manner with SA7.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/48	<b>Type:</b> Neutral		
<p>The site lies adjacent to a waste management facility. Development of the site should not prevent or prejudice the continued use of the waste management facility in accordance with Policy W2 of the West Sussex Waste Local Plan (2014) and the associated Safeguarding Guidance.</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/4	<b>Type:</b> Object		
<p>Our concerns apply especially to those sites that will involve major development (sites SA 7-8, SA25 and SA27). NPPF para 172 mandates refusal of planning permission for major development within an AONB unless genuinely exceptional circumstances exist for allowing it, and (separately) a public interest justification for overriding the public interest in conserving some of the country's greatest and best protected natural landscapes. The SA DPD including these proposed major development site allocations will only be sound if future development of them can be shown on robust evidence to be justified having regard to NPPF para 172. The necessary evidence is currently absent.</p> <p>In our view any future development of this High Weald AONB site and that proposed in SA8 would constitute major development for the purposes of para 172 of the NPPF. Please refer to our submission re policy SA1 at para 2 re High Weald AONB Conservation implications.</p>				

<b>Site/Policy: SA9 – Science and Technology Park</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 19	<b>Support:</b> 2	<b>Object:</b> 13	<b>Neutral:</b> 4
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Mix of B1/B2 uses, this is a similar aim to Horsham District Council who are seeking to strengthen this offer. Need to acknowledge the focus of the S&amp;TP and ensure it is complementary to Horsham's proposed offer. (Horsham District Council)</li> <li>• Include wording to address the eastern parcel being allocated in the West Sussex Waste Local Plan, and that uses could be complementary, plus urban design principles (West Sussex County Council)</li> <li>• Further modelling work will be required to determine the scale of development, and sustainable transport and other mitigation measures to minimise disruption and delay on the highways network (West Sussex County Council)</li> <li>• Pleased to see inclusion of flood risk and drainage in the site-specific requirements, and that the area of flood zones 2/3 will remain undeveloped (Environment Agency)</li> <li>• Depending on trajectory, may trigger the requirement to replace the regulator to ensure the site could connect to the gas network satisfactorily (Southern Gas Networks)</li> <li>• Concerned about loss of biodiversity, need to include a requirement to deliver net gains in biodiversity (Sussex Wildlife Trust)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• Impose a condition related to car parking in order to encourage sustainable travel, and impose TPOs on all significant trees (CPRE)</li> <li>• Would like to understand the phasing of the project and what constitutes "science" companies</li> <li>• Consider blocking off Cuckfield Road so that it is no longer a through road, to save accidents</li> <li>• Object due to flooding, loss of biodiversity, woodland.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Continue discussions with Horsham District Council. Note that the principles for uses at the Science and Technology Park were established in the District Plan, and that this allocation is only specifying the exact site and policy requirements</li> <li>• Commission further modelling of the A23/A2300 junction and other mitigation measures, including phasing (level of development within the plan period) as part of the Regulation 19 version of the Transport Study.</li> <li>• Phasing work, once completed by the promoter, will be shared with Southern Gas Networks</li> <li>• Amend policy wording to respond to changes suggested by West Sussex County Council regarding the waste allocation, and Sussex Wildlife Trust.</li> </ul>			

688

Mrs S Holloway

Organisation: Vail Williams

Behalf Of: Project Newton

Promoter

Reference: Reg18/688/1

Type: Support

In summary, we support the Councils draft document that identifies our Site, as the preferred site for the Science and Technology Park in the draft Site Allocations Development Plan Document, under policy SA9

(Science and Technology Park). The proposal policy requires the site to accommodate a minimum of approximately 2,500 new jobs within the business sector, encouraging innovation growth and knowledge based businesses comprising that which fits within the definition of a 'Science Park' as stated in Policy DP1: Sustainable Economic Development of the Mid Sussex District Plan 2014-2031 (Adopted March 2018).

To provide further clarity and detail, our representation is also supported by a Positioning Document which demonstrates our design evolution through our masterplan. The positioning document assists in providing plans and images that support the vision for our site to the north of the A2300, proposing up to 1.4 million sq ft of floorspace for employment and supporting uses.

Our positioning document also outlines our commitment to ensuring our site embraces its unique opportunities and innovation in reducing energy use, re-using waste products and enhancing recycling. Further opportunities are being sought relating to energy use, transportation and water and to ensure the park is future ready for green technology, AI and automation aligning with market requirement progressions and those of potential clients. This includes opportunities sought to mobilise green technologies through connections with the neighbouring Solar farm, Southern Waters operation, Waste Allocation and potential future phases of work on adjacent land to further embrace sustainability. These will be incorporated through carefully considered design and a green ethos, central to the delivery of a S&TP development.

In particular, our site can facilitate the WSCC Waste Local Plan (2015) allocation of around 5 ha of land within our site boundary for non-municipal solid waste. Accordingly, there is scope to utilise this existing relationship to create a co-located facility for commercial waste, also benefiting the wider strategic 'Hub' and 'Northern Arc' developments.

Furthermore, there is potential to connect with solar energy on land in the ownership of our clients, surrounding and near to the site. This comprises a site to the west on Land at Bob Land and Chapel Road, Twineham (planning ref: DM11510644) and a site within our allocation boundary on Land to the North of the A2300 Cuckfield Road, Ansty, West Sussex (planning ref: DM/18/3617). Both these sites have been granted permission for Solar Photovoltaic panels and are owned by our clients, showing their commitment to clean energy technologies and existing expertise that will enable our site to successfully incorporate solar energy into the fabric of development.

A key area of focus for us is the delivery of sustainable transport measures and access, to minimise the identified impact on local and strategic road networks and provide commuters with alternative modes of transport to car-travel, with a significant modal shift. This will be benefiting to the health and wellbeing of the District's local communities and natural environment.

We believe that our proposal as demonstrated in our positioning statement, further supports our allocation within the Site Allocations DPD as the preferred S&TP site, and hope that this letter and the following technical appendices as a response to each of the MSDC reports, further addresses the specific findings of the Mid Sussex Evidence Base, aligning with the Councils aspirations to deliver this strategic S&TP allocation.

Further to our recent meetings and discussions, we would also like to confirm that, as stated in our technical appendices, that given the SYSTRA modelling used, we are also are that further transport assessments using a like for like comparison which be undertaken, that we believe will further support the existing conclusions that our site will have a lesser impact whilst providing greater employment floorspace than the site to the south.

Moreover, our commitment to sustainable transport options which is central to our proposal, will allow us to further exploit our locality as a continuum of the Northern Arc, to create a well-



connected network of sustainable development that will enable the creation of sustainable communities and support the District’s local economy whilst also protecting the Districts valued landscape, in particular the Ashdown Forest SAC.

We strongly believe that our site will be able to deliver a genuinely sustainable and future-proofed economic development, consistent with the District’s aspirations over the plan period, and beyond, to support its local communities and local economic growth. Given this we have indicated a phasing plan that allows development to be brought forward in key phases and allows them to be aligned with any relevant road infrastructure requirements needed. In this regard our phasing looks to deliver the imillion sq ft within the plan period with additional land in phases 4 & 5 being able to be outside the plan period, if required to support key infrastructure delivery.

713

Mrs H Hyland

Organisation: Environment Agency

Behalf Of:

Statutory Consultee

Reference: Reg18/713/3

Type: Support

We are pleased to see inclusion of flood risk and drainage in the site specific requirements and that the area to the north of the site in Flood Zone 2 and 3 will be undeveloped. We would recommend that a suitable buffer to allow for climate change is included. We also support the approach to ensure that green infrastructure and biodiversity requirements will be integrated with proposals for managing surface water. Opportunities for reducing flood risk and increasing resilience to the impacts of climate change should be considered through a Flood Risk Assessment.

624

Mr S Hawkins

Organisation: SGN

Behalf Of:

Statutory Consultee

Reference: Reg18/624/1

Type: Object

My only immediate concern would be the Science and Technology Park. If the site was to connect of the gas network it would most likely connect to the MP, which is located approx. 1km away from the site. The closest MP is very small in diameter and the connection would trigger the requirement to reinforce the entire length of the main, which is just under 1km in length. Another problem is that the regulator supplying the MP is close to capacity. Depending on when and if the site connects to the network, it could trigger the requirement to replace the regulator.

I would very much appreciate it if you could provide a trajectory for the Science and Technology Park and also if you could tell us if you think that it is likely that the site will take gas.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/10	<b>Type:</b>	Object	

SWT is very concerned about this significant greenfield allocation without any baseline biodiversity data. The allocation scores poorly for SA environmental objectives 6-9. Additionally, for objective 7 the SA states that ‘Due to their scale and greenfield location, both sites are likely to impact negatively on biodiversity and appropriate mitigation must be provided.’ However, not evidence is presented to demonstrate that mitigation and the delivery of net gains is possible. As stated previously, sustainable development should pursue gains across all three objectives – economic, social and environment – however a site that score negatively on environmental objectives has been selected. We note that policy SA9 includes some requirements under ‘Landscape, Biodiversity and Green Infrastructure Considerations’. Whilst we have concerns about this allocation if MSDC are minded to retain it, these should be amended to include a requirement to deliver net gains to biodiversity and for existing woodland to be retained and enhanced as a minimum.

<b>1049</b>	<b>Mr M Bates</b>	<b>Organisation:</b> Horsham District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/1049/4	<b>Type:</b>	Object	

Employment site allocations

We note the proposed allocation of a Science and Technology Park to the west of Burgess Hill, specifically for business and technology employment uses. It is also stated in the supporting test that MSDC may choose to favour B1 and B2 uses over B8 uses to reflect the revised Economic Development Strategy i.e. favour higher density/value jobs. We would like to emphasise that HDC has similar strategic aims to this, and is seeking to strengthen its ‘offer’ of high quality office accommodation (for example in Horsham Town Centre and on emerging strategic sites). It is therefore important for both parties to acknowledge that the focus of the Science and Technology Park, and other relevant allocations, is for meeting the economic needs and strategic aims of Mid Sussex District specifically (albeit in a way that strengthens the Gatwick Diamond growth area), and will be complementary to Horsham District’s Economic Strategy and forthcoming site allocations.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/49	<b>Type:</b>	Neutral	

See main response for proposed amendments.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/2	<b>Type:</b>	Object	

SA9 Science and Technology Park: The proposed allocation as shown on the plan (page 23) includes a site (Goddards Green) that is allocated in the adopted West Sussex Waste Local Plan (2014). WSCC requires that the proposed allocation boundary is redrawn to entirely exclude the waste site that is allocated in the adopted WLP, and the waste allocation is shown on the site map. The Goddards Green allocation should also be retained on any policies maps, referencing its allocation in the WLP for future waste uses.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/3	<b>Type:</b> Neutral		

Urban Design Principals for the site: these should be amended to include the following;

- Ensure that the design of the site takes account of the 'Land West of Waste Water Treatment Works, Goddards Green' site that is allocated for waste uses in the West Sussex Waste Local Plan
- Ensure that the design of the site takes account of nearby safeguarded waste uses, including the Waste Water Treatment Works to the east.
- The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/8	<b>Type:</b> Neutral		

Science and Technology Park

Given the findings of the Transport Study / strategic modelling relating to the forecast highway impact of the Science and Technology Park we recommend that a paragraph is added to page 22 of the DPD that indicates that further modelling work is planned to determine a scale of development, with associated sustainable transport mitigation measures that minimise disruption and delay on the highway network to the satisfaction of the highways authority.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/13	<b>Type:</b> Object		

We invite you to indicate in the SA DPD that any planning consent that a condition will be imposed limiting the number of employee car parking spaces in order to encourage sustainable travel.

We also suggest that your Council impose TPOs now on all significant trees that you say must be retained in accordance with Landscape, Biodiversity & Green Infrastructure Considerations.

<b>696</b>	<b>Mr P Ranier</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Ampito Group	<b>Developer</b>
<b>Reference:</b>	Reg18/696/5	<b>Type:</b> Object		

The north-east of Burgess Hill beyond the A273 is characterised by a network of fields with hedgerow boundaries and sporadic farm buildings. It is considered that the proposed allocations are entirely excessive and out of step with the current pattern of development to an extent that will fundamentally alter the landscape characteristics of the area.

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/6	Type: Object		

The DPD building constructed as part of The Hub development provides an indication of how stark and out of character the proposed industrial development west of Burgess Hill is and how ineffective the limited mitigation has been in reducing the significant effects on the landscape. It is considered that any further development in this location will be detrimental to the visual characteristics of this area and will result in significant harm to the amenities of the countryside. In respect of The Hub development it is considered that there has been a failure to take into account the landscape and topography of this location, the sites north of the A2300 are located in a more exposed position and their development is likely to cause more significant harm. The excessive level of employment development will have a severe burden on residents and people using the A2300 to access services or employment locations in Burgess Hill itself. Policy areas SA5 and SA9 are not considered to lie in sustainable locations being distant from a Railway Station, local shops and services with bus services also infrequent (existing services being hourly from Hickstead services). Employees at SA5 and SA9 are likely to be almost entirely reliant on private motor vehicles for both travelling to/from work and other daily trips to shops/services. It is considered that this will result in a significant impact on residents and other established businesses west of Burgess Hill that rely on services and access within the settlement.

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/8	Type: Object		

It is noted that a significant part of Policy SA9 is located in a flood risk area with part of the site located within a functional flood plain. Therefore it is queried whether it is a suitable location for development of this scale. The Sustainability Appraisal considering site options for the Science Park identifies that a significant part of the site south of the A2300 is also located in an area at risk from flooding and was discounted in preference of the site to the north. However, the identified site is partially located in an area considered to be at the highest risk of flooding. The NPPF seeks to direct development away from areas with a high likelihood of flooding such as the proposed allocation site. Consequently, it is considered that this allocation should be deleted or the area significantly reduced taking into account areas of flood risk to the northern boundary of the allocation site.

696	Mr P Ranier	Organisation: DMH Stallard	Behalf Of: Ampito Group	Developer
Reference:	Reg18/696/2	Type: Object		

We are writing on behalf of Ampito Group in objection to the proposed employment allocations SA5 and SA9 which lie to the north of the A2300 west of Burgess Hill and extending just east of Stairbridge Lane. Ampito Group own property just off Stairbridge Lane and will be directly effected by these proposed allocations.

We object to both of these allocations for the following reasons:

- Together and individually they comprise an excessive amount of employment development within this location and will have a significant adverse impact on the visual characteristics, air quality, tranquillity and biodiversity of the local area.
- The proposed allocations will push the development boundary of Burgess Hill further eastwards and will dramatically change what is currently an area characterised by agricultural land and sporadic farm buildings into an area characterised by industrial buildings and warehouses.

SA9 is partly located in an area identified as at risk from flooding including areas identified as being within the functional floodplain therefore significant parts of the site would not be suitable and/or is required to be amended and unlikely to provide the quantum of development proposed.

The proposals will result in an overconcentration of employment development in one location (west of Burgess Hill) and it would be more sustainable and effective to identify and support a broader spread of employment areas at other settlements (particularly within the northern part of the District).

759	Mr B Atkins	Organisation: Fairfax	Behalf Of: Fairfax Employment	Developer
Reference: Reg18/759/3		Type: Object		

The site north of the A2300 has provided a response around the overall vision, anticipated occupiers, scale / phasing, target sectors, mix, market testing as well as means and controls. The vision is based on a development concept for three disconnected plots of land (as per Figure 1) with the desire to seek collaboration between the existing (light industrial / manufacturing / distribution buildings – as seen in Figure 2).

Vail Williams has identified six target occupiers who broadly fall within the B1c use classes (i.e. light industrial) with the need for 430,000 sq. ft. in the short to medium term. This weighing towards industrial uses (e.g. links with the existing industrial units and all target occupiers deemed suitable within the light industrial use class) is continued with the anticipated scale and phasing of development comments. Here, Vail Williams anticipate that half of the 1m sq. ft. proposed will be within the B1c industrial / manufacturing use class with only 35% of the of proposed space within the office (B1a) use class with a further 15% of B1b High Tech space. This is topped up by the inclusion of an innovation centre but no sizes are proposed. This significant weighting towards light industrial / manufacturing uses would seem to be at odds with the concept and definition of a typical science and technology park that is more commonly build around office and laboratory accommodation with a minor proportion of light industrial / manufacturing users (if any) that would fall within appropriate and associated user types.

The vision for the park seeks collaboration between existing and proposed buildings, which includes the existing light industrial units to the west of the proposed business & science park.

Majoring on the connection with these existing light industrial units is likely to lead to the further dilution of the sought-after science park ‘brand’. Moreover, a focus on a connection with the units and users may be off putting to a science and technology firm that would typically seek to cluster with ‘likeminded’ organisations.

The vision for HSTP (land South of the A2300), by contrast to that posed by the promoters of the land North of the A2300, is one that is strongly orientated around the concept of an office / laboratory focused science and technology park.

The anticipated development programme has been addressed in the response to Q2 (comments in section 5.2.2 of this report) with the promoter of the land to the north of the A2300 anticipating phases of 200,000 sq. ft. - 250,000 sq. ft. over a 10 year build programme.

This anticipated scale and pace of development is one that could be broadly anticipated for an industrial / manufacturing led scheme where a limited number of buildings are required to deliver this quantum of development. Although we have not had sight of the proposed masterplan, it could be reasonably anticipated that industrial / manufacturing buildings of say 30,000 – 50,000 sq. ft. each are planned although it could be possible that even larger buildings of say 100,000 – 200,000 sq. ft. are built making it relatively easy to deliver up to 250,000 sq. ft. of buildings per phase.

Moreover, an industrial / manufacturing building can be built at a considerably quicker pace by comparison to an office / laboratory building (say 6-9 months for an industrial building vs. 12-18 months for an office) further assisting the ability for the northern site to deliver a large quantum of space in a short period of time.

With these factors in mind, it can be reasonably expected that it will take 20-30 years to deliver circa 1m sq. ft. of office & laboratory space in a science and technology park format (as proposed on land to the South of the A2300).

The land to the north of the A2300 is at severe risk of not delivering the core credentials of a true science and technology park given the proposals for an industrial / manufacturing led development with only 35% of proposed space associated with office accommodation. This significant weighting towards a general industrial scheme rather than premises for research and development will not be outweighed by the inclusion of an innovation centre. Indeed, a scheme that is dominated by ‘general industrial’ uses rather than premises for ‘research and development’ will, in Dr Parry’s view, “not have the distinction of being recognised as, or operating as, a Science Park” resulting in a the creation of a science park in brand alone.

The site north of the A2300 has given an anticipated mix for the site as a whole, which was:

- B1a offices – 35%
- B1b high tech – 15%
- B1c industrial/manufacturing – 50%
- Alongside proposed innovation centre, hotel, crèche, small-scale retail/convenience and pavilion.

The site south of the A2300 gave details of the first phase of development. The anticipated mix for the site as a whole was not provided however is provided below:

- B1a offices – 60%
- B1b high tech – 25%
- B1c industrial/manufacturing – 15%
- Alongside proposed innovation centre, hotel, crèche, small-scale retail/convenience, family pub, coffee drive thru.

It will though be important to ensure that the proposed offices benefit from both a B1a and B1b use class to ensure that laboratories can also form part of the mix within the ‘office’ building.

The site north of the A2300 has identified constraints to development including a mix of uses within the vicinity of the site, residential properties, a motor workshop, areas of the site being within Flood Zone 2 / 3 and pylons to the north. It is understood that the masterplan prepared works around these constraints.

However, perhaps the most significant constraint to development (i.e. highways) was not mentioned in the response and therefore no strategy for overcoming it was provided. The site north of the A2300 is made up of five parcels of land (three to the north of the A2300 and two to the south of the A2300 roundabout) – as seen in Figure 1. Bishopstone Lane and Cuckfield Road separate the three main development sites to the north from one another. This will affect the ability to create the sense of a single, cohesive, park and interfere with site wide cycle / pedestrian links whilst creating a barrier between occupiers situated on distinctly separated development plots. It will also rule out the ability to have a single point of entrance giving a sense of arrival to a park and instead will result in individual points of access to the respective development parcels.

The motor trade occupier (situated within the western development parcel) and the residential dwelling / farm (situated within the central development parcel) will have to be relocated as part of the wider development of the site in order to avoid a conflict with the aspiration to create a science and technology focused park.

MSDC conclude that the North Site is preferable in respect of sustainable transport connections on the basis it would be located on the same side of the A2300 as the Northern Arc and therefore “presents a better opportunity for a comprehensive linked scheme”. This is a subjective assessment without any substantiating evidence. Indeed the suggestion that pedestrian and cycle links along with bus routes could seamlessly join together on the northern side of the A2300 between the Northern Arc and North Site ignores the fact that the two sites are separated by a wastewater treatment works in third party ownership.

The assessment provides an unsound basis on which to distinguish between the two sites.

The South Site has a clear advantage over the North Site as its connectivity is not as affected by the A2300 particularly to the principal urban area of Burgess Hill. Alongside which improved facilities would integrate with existing and committed infrastructure to enable a dedicated corridor for pedestrians and cyclist. The South Site would provide a greater opportunity to contribute towards the implementation of the Burgess Hill Public Transport Strategy with commensurate improvements to the accessibility of the site location compared to the North Site.

The assessment of access provides an unsound basis on which to distinguish between the two sites.

The North Site would have at least three site accesses to each of the principal land parcels. Each access providing an additional conflict point on the road network. More junctions provides an increased risk of accidents to the detriment of road safety. The North Site proposes the modification to the A2300/Cuckfield Road junction to a ‘hamburger’ signal roundabout. This would introduce a signal junction on a road where none currently exist on a high speed road where traffic signals are not recommended, both to the detriment of road safety.

The South Site would introduce a measure of speed restraint along the A2300 resulting in lower vehicle speeds and improved safety. It would have the same positive effects as the Northern Arc access roundabout further east on the A2300.

The South Site provides the opportunity to deliver a layout, which prioritises sustainable transport with dedicated provision through the uninterrupted site with the ability to provide additional sustainable accesses and create a fully permeable development. With three separate land parcels the same opportunities would not be created by the North Site, which would have dislocated and inefficient layout and access arrangement, which would discourage sustainable travel.

671	Ms J Alma	Organisation:		Behalf Of:		Resident
Reference:	Reg18/671/1	Type:	Object			

I would like to register my feedback thoughts on the science park land allocation consultation.

I would like to understand the phasing of the project - it is very ambitious for the outskirts of Burgess hill to attract innovative and 'science ' companies to locate to the area without a big pull from a catalyst company.

I think a small less intrusive start is the way to go , only when that is a success should the next phase be planned - we do not want a white elephant or indeed a quick reclassification of the purpose for the land or buildings if they are not occupied with 'science jobs'

The land south of the A2300 seems more appropriate to use as was first planned. The country roads to the north cannot cope the the traffic now let alone the expected increase from the northern arc and the the 2500 jobs expected from this development The deregulated nature of these roads also causes frequent accidents as drivers do not understand the unsafe nature of the roads they are narrow , bendy , bumpy and are subject to frequent flooding If this does go ahead then please please review the roads .... please listen to us and consider blocking off Cuckfield road just south of the river bridge so that it is no longer a through road , it will save accidents and prevent it being a dangerous rat run and stop inappropriate vehicles from using it as is the case today .

The flood plain on the plans seems very narrow and given the recent flooding and climate change issues we are facing this should probably be reconsidered especially with the amount of green field around the area that is being developed close by .

One final point I think the land directly next to the treatment plant in Cuckfield road isn't appropriate to attract businesses of a high end nature such as science park users . It is sometimes impacted by the smell from the works and it wouldn't be an obvious place to build given the other land choices around and to the south side of the a2300.

1382	Mr D Evans	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1382/1	Type:	Neutral			

If the Science and Technology Park goes ahead, would it be possible to plant a small wood on the site?

1007	Ms S Skinner	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1007/1	Type:	Object			

I write in objection to the proposed development of the site identified as SA9 “north of the A2300” and the negative impact the development will have on the surrounding area. As stated in the documents the proposed new development will be built on flood zones 2/3 and therefore should not be developed. Although attempts to mitigate the building on flood zones 2/3 will surely be proposed any developments on this location should not be taken in isolation regarding flooding and the flow of water to this area from the higher ground to the north in the village of Ansty. The area of land and road from Ansty to the proposed development is prone to flooding from late October to March; the road is underwater for almost six months of the year in low lying areas. Any development on SA9 even with mitigation will create greater problems in the surrounding areas and ancient woodland; more flooding, dangerous roads, impact to the biodiverse habitats and the subsequent impact to wildlife some of which are protected species. The development will no doubt increase traffic on an already inadequate road, which is already regularly used by heavy vehicles that exceed the stated weight limit. Any development on the proposed site will also negatively impact Bishopstone Lane a single-track road inadequate and unsafe for any increase in traffic, which again would damage the flow of water from the north, wildlife and woodland. Both the Cuckfield Road and Bishopstone Lane cut through or alongside ancient woodland to the north any increase in traffic and development on SA9 and other areas of the northern arc (SA5 as an example) will damage these ancient woodland edges and impact these precious natural assets.



## Housing Sites

<b>Site/Policy:</b> <b>SA12 – 96 Folders Lane, Burgess Hill</b> <b>SA13 – South of Folders Lane, Burgess Hill</b>			
Number of Comments Received			
<b>Total:</b> 830	<b>Support:</b> 21	<b>Object:</b> 802	<b>Neutral:</b> 7
Comments from Organisations / Specific Consultation Bodies			
<p><i>(Note: The comments for these sites have been reported together, as most comments received were duplicate responses related to both sites. Where the comment relates to a specific site, this is labelled as such)</i></p> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Reassurance sought regarding transport impacts on highway network in Lewes District and proposed details of all mitigation required. (Lewes &amp; Eastbourne DC).</li> <li>• Traffic issues will be compounded by the extent of additional development proposed in this area (Ditchling Parish Council/Burgess Hill Town Council/Haywards Heath Town Council/CPRE/Hassocks Parish Council).</li> <li>• Concern regarding traffic impacts on village of Ditchling, development will erode the rural buffer between Burgess Hill and the SDNP harming its setting – landscape evidence required to inform capacity/mitigation – landscape assessment not just views and should also include setting, tranquillity and dark skies of the park (SDNP Authority).</li> <li>• No transport assessment has been carried out and existing issues will be compounded (Hassocks Parish Council).</li> <li>• Contract with Metrobus needed for sustainable transport between Burgess Hill and Haywards Heath. Haywards Heath to Burgess Hill cycle path must be delivered and highway mitigation provided to address impact of this development on Haywards Heath (Haywards Heath Town Council).</li> </ul> <p><b>Landscape / Biodiversity</b></p> <ul style="list-style-type: none"> <li>• Query policy requirement for central open space (SA13) – southern area of site could better respect the settlement form and add to a landscape/ecological buffer to the Park. (SDNP Authority, CPRE).</li> <li>• Concern regarding the impact on the setting of SDNP, rural edge of Burgess Hill and high-quality biodiversity (CPRE).</li> </ul> <p><b>Evidence</b></p> <ul style="list-style-type: none"> <li>• Evidence to identify appropriate assessment of the heritage assets has been undertaken on protection of the setting of the asset or assessing archaeology has not been provided (Historic England).</li> <li>• Limited capacity currently exists in the local sewerage infrastructure to accommodate the development. This is not a constraint to development and policy wording should be amended to align occupation with delivery of new wastewater infrastructure (Southern Water).</li> <li>• Evidence to determine the ecological value of the site has not been provided. Biodiversity and Green Infrastructure policy requirement should be strengthened to ensure mitigation hierarchy is adhered to – amend wording (West Sussex Wildlife Trust).</li> <li>• The impacts of existing major development are not yet fully understood, and a more strategic and cumulative assessment should be taken for future housing sites. Allocation is contrary to various Development Plan Policies. Loss of trees will impact on the aim of being carbon neutral by 2050. Loss of important green corridor (Burgess Hill Town Council).</li> </ul>			

- The allocation goes beyond the level of housing required in the plan period for Burgess Hill. Lack of consultation with neighbouring authorities. Development will harm the setting of the SDNP and biodiversity. It will erode the gap between the settlements (Ditchling Parish Council).

#### **Comments from Residents/Other**

##### **Transport**

- Unsafe vehicular access via Broadlands and lack of pavement. (SA13)
- Construction vehicles have already adversely affected the streets in the area.
- Transport assessment flawed – does not include Folders Lane and Keymer Road junction. Does not include any appropriate mitigation in the vicinity of the site.

##### **Site Selection**

- Support the allocation of these sites as they are in a sustainable location and will meet the housing needs within this area. (Residents and Site Promoter)
- No justification for choosing to allocate the site when these sites have been rejected numerous times in the past and no transport study has been undertaken to assess the impacts on already congested highway network and associated air pollution.
- Housing need should be spread fairly across the district based on planning decisions – Burgess Hill has taken a disproportionate amount of housing.
- The site selection Member's working group was not representative of the elected Councillors following May 2019 elections.
- Haywards Golf Club scored higher than Folders Lane sites in the Site Selection Paper and Sustainability Appraisal yet was not allocated.

##### **Landscape / Biodiversity**

- Site contains significant ecological value including ancient hedgerows and indigenous wildlife.
- Concern regarding impact on SDNP and biodiversity.
- Will erode the natural landscape.
- Loss of green space.

##### **Infrastructure**

- No planned infrastructure – schools, doctor's surgeries, water, sewerage systems, car parks.
- Negative impact on house values.
- Drainage and flood risk will be exacerbated – Ockley Lane often floods.

#### **Actions to Address Objections**

##### **Transport**

- The Systra Strategic Transport Assessment identified no site-specific issues. The Site promoters are carrying out a site-specific Transport Assessment and will enter pre-application discussions with West Sussex County Council Highway Authority to assess the more detailed highway impacts and safety issues and identify any required mitigation.
- Close working with Lewes DC and East Sussex CC will continue and the next version of the Strategic Transport Assessment will include a more detailed assessment of cross-boundary transport impacts.
- The Strategic Transport Assessment will make clearer the localised impacts and associated mitigation within the next version.
- Sustainable transport infrastructure improvements are included in detail in the Infrastructure Delivery Plan (IDP) and policy wording will be amended to include requirement to detail sustainable infrastructure improvements along with broader infrastructure requirements including any necessary

contributions to schools, sports facilities, community infrastructure, healthcare and education.

#### **Site Selection**

- Site was assessed in the Strategic Housing Land Availability Assessment (SHLAA) in the past, however the reasons for rejecting the site in the past have been addressed by the more up-to-date and site specific evidence base for the Sites DPD – particularly the Strategic Transport Assessment.
- Site Selection Paper 3: Housing and the Sustainability Appraisal contain the justification for selecting and rejecting individual sites and site options. The decision to publish the Sites DPD for consultation was made by Council which consists of Members from across the district.

#### **Evidence**

- Site promoter will be required to carry out a Landscape and Visual Impact Assessment (LVIA) which will provide evidence on yield which can be achieved and inform additional elements to consider including where open space should be located – consider amending policy wording once LVIA seen. Policy amended to refer to setting, not just views from the Park.
- Site promoter will be required to carry out a Heritage assessment in relation to archaeology and the adjacent listed building which will inform the layout and yield.

#### **Policy Wording**

- ‘Utilities’ policy wording to be amended to reflect comments raised.
- Biodiversity policy wording to be amended to accord with Sussex Wildlife Trust advice
- Site promoter will be required to address any potential flooding issues in accordance with the policy – policy wording will be strengthened to make this clear (SA13)
- Sites DPD will be amended to make clear the status and role of the Infrastructure Delivery Plan regarding infrastructure requirements.

500	Mrs W B Hubble	Organisation:		Behalf Of:		Resident
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Reference: Reg18/500/1 Type: Object

As a resident of Greenland's close for over 40 years my family have seen a relentless erosion of the green space areas in Burgess Hill and now massive over development which is not destroying what was a nice place to live.

I wish to state we simply cannot lose the green areas to south of Folders Lane IT HAS TO STOP Surely Burgess Hill has met its share of new housing ? What with Junction road ( old brickworks) Northern arc , huge development planned for Hickstead area desecration of arguably the best roads in the town - Folders Lane resulting in massive traffic queues every morning , diabolical pollution , noise etc what on earth is doing to our future generation children What kind of mess are to leave them when we are gone .

We are told very year we are running out of water , the sewage system is at maximum and now you want build EVEN MORE HOUSES , The council made great issue about the Green Belt arc preventing more housing between Hassocks & Burgess Hill and what of the South Down National Park ? at this rate there will be NOTHING left

We used to have bats in summer eves , even deer in fields around Greenland's Drive tawny owls hooting at night etc and now you plan to make Greenland's Drive a " rat run" - even more pollution and noise , devaluing properties - because of massive expansion of vehicles though over development. What hope for the wildlife & environment - lost for ever

There are other areas in the North sector of Burgess Hill that are planed to develop.

I therefore STATE MY OBJECTION TO THIS PROPOSAL SA12& SA13 to the fields South of Folders Lane - NO !

PLEASE STOP THIS INAPPROPRIATE DEVELOPMENT NOW

278	Mr S Abrahams	Organisation:		Behalf Of:		Resident
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Reference: Reg18/278/1 Type: Object

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill because no relevant traffic study has been carried out to support this development despite this being a requirement by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013)

In particular the extra traffic that would be diverted via the village of Ditchling on a route which is already oversaturate and this would be to the detriment of the village and its residents causing unacceptable air pollution and congestion.

The fact that the proposed development is in Mid Sussex and Ditchling is in Lewes DC is irrelevant.

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The fact that the proposed development is in Mid Sussex and Ditchling is in Lewes DC is irrelevant.

<b>48</b>	<b>Mr A Adams</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/48/1	<b>Type:</b>	Object
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Please find details below of my objection to more and unnecessary housing developments in the south of folders lane , burgess hill area .

The reason for my objection is as follows

- no relevant traffic studies have been carried out to support this development.
- no planned infrastructure i.e schools , doctors surgeries !
- the site is full of protected wildlife of which adequate protection cannot be provided
- it would seriously erode the already fragile strategic gap between burgess hill and the villages south
- it would cause harm to the setting of the SDNP
- there are other suitable sites which are available which provide an equivalent or higher number of units and do not have the above constraints

<b>456</b>	<b>Dr N Adams</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/456/1	<b>Type:</b>	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>912</b>	<b>Mrs L Adams</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/912/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 an S13 (pages 34-37) the fields to the south of Folders Lane, Burgess Hill because:

the current infrastructure is struggling to meet demand from the already increased population on the south side of Burgess Hill. Roads, schools, doctors, dentists are all at capacity. This is before completion on the developments at Kingsway, Keymer Tile site and the Jones Homes site on Folders Lane. The proposed 343 houses from SA12 and 13 wil increase demand by at least an extra 1000 people.

The roads to and through the town are unsuitable for an increased volume of traffic. Key junctions (Keymer Rd roundabout and Station Rd/Junction Rd/Keymer Rd roundabout currently struggle at peaks times.

These sites are being proposed in order to take housing shortfalls from other areas within the MSDC area. Grossly unfair on local residents when more suitable sites have been identified elsewhere (e.g. HH Golf Club)

23	Mrs Y Anderson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/23/1	Type:	Object
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I am writing to object strongly to the proposed development of 343 houses on the fields south of FoldersLane in Burgess Hill.  
We are quickly losing our green fields in Sussex and all the benefits that go with it. Wildlife which is so important to our wellbeing will vanish which will not be replaced.  
Building all these houses will only put more pressure on amenities including water which we are told is under threat and the infrastructure of the surrounding area which is unable to cope with the existing population without putting more strain on roads, traffic, surgeries and the general community.  
I am sure there is more appropriate land available and as I understand this development has been proposed before and rejected I cannot understand why it has bee suggested again.  
Perhaps instead of adding to the already overcrowded area , more thought could be given to repairing the appalling roads and general upgrading of this declining town.

1112	Mr & Mrs D Andrews	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1112/1	Type:	Object
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As long term residents of Hassocks and daily users of Ockley Lane and Folders Lane(B2113),we object most strongly to site allocations SA12 and SA13. We are already threatened with 500 additional dwellings at the Hassocks end of the Lane and the prospect of the increased volume of traffic generated by another 343 houses is shocking.  
There are already serious traffic jams in the mornings, backing up Keymer Road from the Rail Station to the King’s Way junction in Folders Lane.  
Until a relevant traffic study is undertaken, which would surely demonstrate that these proposals are unsustainable, there must be a complete rejection to them.  
It is also our concern that this part of Mid Sussex has been overdeveloped, which has put enormous pressure on the Princess Royal Hospital,doctors, dentists and schools. Another 343 houses will further exacerbate this situation.

572	Mr A Andrews	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/572/1	Type:	Object
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We are objecting to the site allocations SA 12 andSA 3(pages 34-37)the fields south of Folders Lane, Burgess Hill, because of the following.  
The proposed 343 new homes would add at least 500 extra vehicles to the already congested Keymer/Folders Lane.  
There has been no relevant traffic study.  
It does not have the infrastructure (medical facilities e.t.c. to support nearly 700 extra people.  
It will be the end of the last significant green space to the south of Folders Lane which supports a wide range of protected wildlife species  
We believe that there are more suitable sites which are available and should be used

1263	Mrs A Anstee	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1263/1	Type:	Object			

As a resident living near to this proposed development I object for these reasons:

1. There has been a noticeable increase in the amount of traffic travelling into the town centre via Folders Lane since the building of other recent developments on Kingsway and Folders Lane, with slow moving tailbacks for a long periods every morning. There does not seem to have been any proper consideration of the likely impact of this further development on traffic in the local area. A thorough review of this should be carried out before agreeing to any new development, especially as MSDC previously imposed this as a requirement.
2. This is an important site for wildlife. We are all being encouraged to make our gardens places that support and attract biodiversity because it is so important for a healthy, functioning environment but this does not provide a suitable habitat for many of the protected species found at this proposed site. There must be a lead taken from a strategic position to protect the remaining biodiversity in our neighbourhood; this development would destroy it for good. Besides wildlife, large trees and shrubs are vital natural flood defences, which are only going to become more important over time.
3. A sense of place and belonging is important for mental health and enabling strong, positive communities; this development would extend Burgess Hill to the point where it begins to merge with the villages to the south. This is not good for residents in either location.
4. The council should not be happy to be given a target number of homes and then leave it to developers to see where they can buy up land. There needs to be sensible, creative, intelligent and forward thinking planning for how our town and neighbourhoods can grow and flourish for the benefit of existing residents as well as newcomers and for the benefit of the town as a whole. Please have the courage and energy to do more than simply tick off the numbers. This is a wonderful spot that should not be so easily squandered.



55	Mrs K Archer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/55/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. I have previously submitted an objection via the website, but wanted to add the additional comments below.

The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments:

- \* 2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”
- \* 2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)
- \* 2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part of Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it's fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill)).

The proximity of the sites to the South Downs National Park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the proposed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

421	Mrs K Archer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/421/1	Type:	Object
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This large number of additional houses on the edge of the South Downs National park will have a significant impact on the traffic and pollution in the area. The congestion in the area is already very bad.

<b>201</b>	<b>Ms M Arditi</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/201/1	<b>Type:</b>	Object			
<p>No traffic survey has been carried out.</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</p> <p>It would seriously erode the strategic gap between Burgess Hill and the villages to the south</p> <p>It would cause irreparable harm to the setting of the South Downs National Park</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>200</b>	<b>Ms J Arditi</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/200/1	<b>Type:</b>	Object			
<p>No relevant traffic study has been carried out</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</p> <p>It would cause irreparable harm to the setting of the South Downs National Park</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>79</b>	<b>Mrs M Argles</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/79/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA3(pages 34-37), the fields South of Folders Lane Burgess Hill.</p> <p>I object because:</p> <p>*I would like to know if a traffic survey has recently been carried out with regards to the proposed 343 houses.</p> <p>*A 10 minute journey between Kings Way to the town now takes twice as long since all the extra developments and in-filling in Folders Lane that has been allowed( none of which is aimed at first time buyers), large lorries with trailers which travel to and from Ditchling Industrial estate also have to use Folders Lane to get through to the town and this all adds up to a lot of traffic on a relatively narrow road.</p> <p>* I imagine the people living in Greenland's Drive and Oakhall Park would not appreciate being used as a through road.</p> <p>*The heavy lorries involved in house construction have already left their mark in this area with damaged road surfaces resulting in potholes and filthy pavements.</p> <p>*These fields are home to many creatures which need protecting and more building would deprive so many of them of their habitat.</p> <p>*This is not a development for an area such as The South Downs National Park.</p> <p>* There are other more suitable sites which provide an equivalent or higher number of units and do not have the constraints.</p> <p>*Where are the schools, doctors, dentists and shops for the occupiers of all these houses South of Burgess Hill?</p>						

<b>1248</b>	<b>Mrs H Armstrong</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1248/1	<b>Type:</b>	Object			
<p>Traffic study has not been conducted despite being a requirement. The site is home to many different wildlife and species, which will be at risk. It would cause harm to South Downs National Park, which is beautiful.</p>						

<b>280</b>	<b>Mr J Arnett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/280/1	<b>Type:</b>	Object			
<p>I wish to strongly object to site allocations SA12 &amp; SA13 (Pages 34 - 37) in. The fields south of Folders Lane, Burgess Hill for the reasons set out in the attachment to this e-mail.</p> <p>SITE ALLOCATIONS DPD</p> <p>I strongly object to site allocations nos. SA12 and SA13 (pages 34 to m37) in the fields south of Folders Lane for the following reasons: -</p> <p>1) It would appear that no Traffic Study relevant to this application has been submitted as required by the MSDC. It is already evident that the traffic on Ockley Lane has increased disproportionately as a result of existing developments in the Folders lane area., with developments already approved (but not commenced!) for 500 houses north of Hassocks with access on to Ockley Lane and existing developments south of Folders Lane but not occupied. It should be emphasised that all traffic on Ockley lane must negotiate the junction at Keymer where congestion is already evident in peak hours and it is difficult at these time to exit from roads onto Ockley lane in Keymer or divert to the centre of Hassocks with obvious extreme congestion. Keymer village is a conservation area and is already at risk of being despoiled by existing traffic, It is obvious that any road revisions would be detrimental to the village character. A solution would be to construct a new by-pass road between Keymer and Ditchling, however this would be in East Sussex and require the co-operation of East Sussex C.C.</p> <p>2) Further encroachment on the green space including threat to wild life of the region between Burgess Hill and Keymer MUST be resisted at all costs.</p> <p>3) We are already warned of future infrastructure deficiencies and furtherInterference of natural drainage must threaten future water supplies inevitable with continual loss of greenfield areas.</p> <p>4) I believe that it is imperative that the MSDC take a firm permanent stand regarding extending further development to the south of the existing logical limits making a convenient southern boundary to Burgess Hill.</p> <p>5) The area of applications SA 12 &amp; 13 is, in my opinion unsuitable for low cost housing and would, no doubt, be subject of high cost properties for which the area is amply provided for at this time. The emphasis for housing is for low cost first time buyers to ease the housing need and not for high cost property for which developers are seeking high profit, this is NOT the purpose of the Council requirements, I hope!.</p> <p>6) This development will adversely impact on the South Downs National Park.</p>						

<b>285</b>	<b>Mrs J Aston</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/285/1	<b>Type:</b>	Object			
<p>Re Draft Site Allocation DPD (Regulation 18) Policy No's SA12 and SA13</p> <p>I am writing as I want to object to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill.</p> <p>I am very concerned about the increase in traffic that will result from this development. We live very near and I think the large resulting traffic flow would be very detrimental. No traffic study been conducted and in the past MSDC has consistently rejected the idea of development in the area (SHELAA's 2007, 2012 and 2013).</p> <p>The dwindling strategic gap between Burgess Hill and Hassocks/Keymer will be further eroded and important wildlife sites destroyed.</p> <p>The pleasant setting of the South Downs National Park will be compromised and there are certainly more suitable sites to be found in the area which will not have these drawbacks.</p>						

<b>903</b>	<b>Mr D Atkins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/903/1	<b>Type:</b>	Object
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I am objecting site allocations SA12 andSA13 (pages 3-37) - the fields south of Folders Lane, Bugess Hill because :

- 1) There are other more suitable sites which have been previously idenfied which do not present the same issues whilst providing the same or more housing units
- 2) Traffic volume has increased massively in the area as a result of other housing developments (e.g. Keymer Tiles site, Jones Homes site on Folders Lane and the 500+ development off Kingsway). 500 additional houses planned for Clayton Farm Hassocks will generate significant additional traffic which hasn't materialised yet. Folders Lane and particularly the Keymer Road junction deal with traffic from all these sites and are barely coping at present. They cannot continue to absorb traffic from further development in the area. Existing traffic surveys are flawed and do not study the key Keymer Road/Folders Lane junction.
- 3)The setting of the nearby South Downs National Park would be harmed permanently.
- 4)The strategic gap between Burgess Hill and villages to the south would be eroded further.
- 5)The valuable wildlife contained in the permanent pasture and ancient hedgerows would be lost - including protected species

<b>566</b>	<b>Mr D P Austin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/566/1	<b>Type:</b>	Object
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There are numerous reasons as yo why this development should not be permitted among which are;

- 1/ Development of these fields would further diminish the strategic gap between Burgess Hill, Ditching, Hassocks and Keymer.
- 2/ The increase of houses would have a devastating increase on traffic volumes in Keymer Road, Ockley land, Folders Lane and ALL of the adjoining roads. The junction Keymer Road / Folders Lane already grinds to a halt and this is already set to worsen as the progressing developments in Kingsway take pace. Traffic snarls up right down through past the station and into the town centre, In Folders Lane it backs up past the Kingsway Junction and someway further East, (we have yet to have the joys of extra traffic caused by the Jones Development). In Keymer Road it jams down past the junction with Greenlands Drive. Should this preposterous development be allowed then the extra traffic would resort to using Greenland Drive as a rat run. Greenlands is a small residential road with blind bends and hill brows and it totally unsuited to being used in such a way - even if the hinted suggestions of making it a one way system were to be considered.
- 3/ There has been no relevant traffic study undertaken to support this development, despite this being a requirement by MSDC in their three previous overviews of the area. MSDC have consistently rejected development - SHELAAs 2007, 2012 and 2013. How can MSDC be so consistent in its previous rejections and yet now ignore its own advice?
- 4/ There would be a devastating impact on wildlife much of which is either protected.
- 5/ The site is completely unsuited to development and there are many other well suited, available and importantly deliverable sites.

This proposal is driven by greedy developers and appears to now being allowed to slip through by MSDC going back on its previous advice and recommendations. One could ask why. I understand that MSDC undertook this 'slip through' at a meeting when Burgess Hill was at best under represented or worse still not represented at all. THIS IS NOT DEMOCRATIC! - THIS IS HYPOCRITICAL. THIS SHOULD BE REJECTED. Once again Burgess Hill takes the dumping from other towns in the area when it has already taken a huge amount and further coming as laid out for the Northern Arc

651	Ms E Austin	Organisation:		Behalf Of:		Resident
Reference:	Reg18/651/1	Type:	Object			
<p>The proposed development of the fields South of Folders Lane is completely unacceptable because already Ockley Lane, Keymer Road and Folders Lane cannot cope with the traffic flows as they are and have yet to absorb the extra traffic from existing developments within the area of Kingsway, Cants Lane and Folders Lane. A further 343 proposed houses will increase journeys by anything between 600 and 1000 per day, this will bring the area into complete gridlock. These jams are not isolated to the immediate vicinity but continue down pass the railway station and right through the town into Queen Elizabeth Avenue peak times. The muted suggestion of making Greenland Drive a one way system will have no ultimate solution to this and in any event that road is a small residential road and is not suited to such traffic demands.</p> <p>There has not been any relevant traffic study undertaken that would support this development and yet this is a requirement imposed by MSDC itself.</p> <p>There are other sites far better suited to development and where the traffic impact would not be so catastrophic.</p> <p>I cannot understand how other proposals to develop these fields have been rejected out of hand as being completely inappropriate and not workable, yet now MSCC(?) propose to overturn all of its own recommendations at a whim, and, as I am led to believe, at a meeting held when there was not a single representative from Burgess Hill at the meeting. THAT IS NOT DEMOCRACY - ITS A STITCH UP.</p> <p>Could this be anything to do with inducements being proposed by greedy developers to assist with funding projects elsewhere?</p>						

655	Mr D Austin	Organisation:		Behalf Of:		Resident
Reference:	Reg18/655/1	Type:	Object			
<p>I wish to record my objections to the proposed development of these fields and the construction of circa 340 dwellings.</p> <p>There are many sound reasons as to why this should not be permitted;</p> <p>1/ This would reduce the strategic gaps between Burgess Hill and the surrounding villages and given the developments northwards of Keymer /Hassocks this gap is already extremely fragile.</p> <p>2/ Development would encroach very close to the boundary of the National Park.</p> <p>3/ It would ride roughshod over all of MSDC's previous rejections to develop this site.</p> <p>4/ There has not been any relevant traffic study undertaken that would support this development, despite the fact that this is a requirement imposed by MSDC itself when they rejected the idea of development in 2007, 2012 an 2103.</p> <p>5/ There are far more suited areas for development in both BHC and MSDC areas.</p>						

1166	Mrs E Austin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1166/1	Type:	Object
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I wish to object to these proposed developments on the basis that to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.

- The developer promoting the site is ready to start.

- The current users of the site, the Golf Club, want to move.

- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

In addition;

1/ Development of these fields (SA12&SA13)would further diminish the strategic gap between Burgess Hill, Ditching, Hassocks and Keymer.

2/ The increase of houses would have a devastating increase on traffic volumes in Keymer Road, Ockley land, Folders Lane and ALL of the adjoining roads. The junction Keymer Road / Folders Lane already grinds to a halt and this is already set to worsen as the progressing developments in Kingsway take pace. Traffic snarls up right down through past the station and into the town centre, In Folders Lane it backs up past the Kingsway Junction and someway further East, (we have yet to have the joys of extra traffic caused by the Jones Development). In Keymer Road it jams down past the junction with Greenlands Drive. Should this preposterous development be allowed then the extra traffic would resort to using Greenland Drive as a rat run. Greenlands is a small residential road with blind bends and hill brows and it totally unsuited to being used in such a way - even if the hinted suggestions of making it a one way system were to be considered.

3/ There has been no relevant traffic study undertaken to support development (SA12&SA13), despite this being a requirement by MSDC in their three previous overviews of the area. MSDC have consistently rejected development - SHELAAs 2007, 2012 and 2013. How can MSDC be so consistent in its previous rejections and yet now ignore its own advice?

4/ There would be a devastating impact on wildlife much of which is either protected.

1164	Mr D Austin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1164/1	Type:	Object
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I wish to object to these proposed developments on the basis that to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.

- The developer promoting the site is ready to start.

- The current users of the site, the Golf Club, want to move.

- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

In addition;

1/ Development of these fields (SA12&SA13)would further diminish the strategic gap between Burgess Hill, Ditching, Hassocks and Keymer.

2/ The increase of houses would have a devastating increase on traffic volumes in Keymer Road, Ockley land, Folders Lane and ALL of the adjoining roads. The junction Keymer Road / Folders Lane already grinds to a halt and this is already set to worsen as the progressing developments in Kingsway take pace. Traffic snarls up right down through past the station and into the town centre, In Folders Lane it backs up past the Kingsway Junction and someway further East, (we have yet to have the joys of extra traffic caused by the Jones Development). In Keymer Road it jams down past the junction with Greenlands Drive. Should this preposterous development be allowed then the extra traffic would resort to using Greenland Drive as a rat run. Greenlands is a small residential road with blind bends and hill brows and it totally unsuited to being used in such a way - even if the hinted suggestions of making it a one way system were to be considered.

3/ There has been no relevant traffic study undertaken to support development (SA12&SA13), despite this being a requirement by MSDC in their three previous overviews of the area. MSDC have consistently rejected development - SHELAAs 2007, 2012 and 2013. How can MSDC be so consistent in its previous rejections and yet now ignore its own advice?

4/ There would be a devastating impact on wildlife much of which is either protected.

1168	Mrs E Austin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1168/1	Type:	Object
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I wish to object to these proposed developments on the basis that to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.

- The developer promoting the site is ready to start.

- The current users of the site, the Golf Club, want to move.

- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

In addition;

1/ Development of these fields (SA12&SA13)would further diminish the strategic gap between Burgess Hill, Ditching, Hassocks and Keymer.

2/ The increase of houses would have a devastating increase on traffic volumes in Keymer Road, Ockley land, Folders Lane and ALL of the adjoining roads. The junction Keymer Road / Folders Lane already grinds to a halt and this is already set to worsen as the progressing developments in Kingsway take pace. Traffic snarls up right down through past the station and into the town centre, In Folders Lane it backs up past the Kingsway Junction and someway further East, (we have yet to have the joys of extra traffic caused by the Jones Development). In Keymer Road it jams down past the junction with Greenlands Drive. Should this preposterous development be allowed then the extra traffic would resort to using Greenland Drive as a rat run. Greenlands is a small residential road with blind bends and hill brows and it totally unsuited to being used in such a way - even if the hinted suggestions of making it a one way system were to be considered.

3/ There has been no relevant traffic study undertaken to support development (SA12&SA13), despite this being a requirement by MSDC in their three previous overviews of the area. MSDC have consistently rejected development - SHELAAs 2007, 2012 and 2013. How can MSDC be so consistent in its previous rejections and yet now ignore its own advice?

4/ There would be a devastating impact on wildlife much of which is either protected.

406	Mr S Backshall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/406/1	Type:	Object
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Object



<b>72</b>	<b>Ms J Backshall</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/72/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 &amp; SA13 (pages 34 to 37)the fields to the south of Folders Lane, Burgess Hill, on the following grounds</p> <p>No relevant traffic study has been carried out. Despite this being a requirement imposed by MSDC in the three previous overviews of the area.</p> <p>Also there are other more suitable sites which are available which provide an equivalent or higher number of units.</p>						

<b>314</b>	<b>Mrs S Baillie</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/314/1	<b>Type:</b>	Object			
<p>I am writing to object about the site allocation SA12 &amp; SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because; This would erode the strategic gap between keymer and the east side of burgess hill, losing the countryside there would irreversibly destroy protected wild life for example bats, adders, great crested newts and slow worms as well as birds. The harm to the setting of the South Downs national park would be irreparable.</p> <p>This together with the impact of traffic on a small country lane is unimaginable especially as no relevant traffic study has been carried out despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 &amp; 2013).</p>						

<b>337</b>	<b>Mr C Baker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/337/1	<b>Type:</b>	Object			
<p>I have experienced the pleasure of this area and witnessed many of the protected species which inhabit it. There is also a view from the Downs which will be despoiled by a creeping conurbation swallowing communities to the South. Has there even been a study to evaluate the increase in traffic, the resultant environmental impact, or the effect on the South Downs National Park? As a driver, I find many roads (Hurst-Ditchling-Burgess Hill) to be inadequate already. Surely there are more appropriate site where the necessary infrastructure could be incorporated.</p>						

<b>246</b>	<b>Mr R Baker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/246/1	<b>Type:</b>	Object			
<p>I am most concerned that the strategic gap between Burgess Hill and villages to the south is being eroded by such development.</p> <p>Traffic passing my property in Ockley Lane is patently already seriously heavy. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development SHELAAs 2007,2012 and 2013.</p>						

297	Mr K Ball	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/297/1	Type:	Object
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I am objecting to the proposed development on the fields south of Folders Lane, Burgess Hill. Sites SA12 and SA13 should not be used for housing because;

No relevant traffic study has been carried out despite, as I understand it, Mid Sussex District Council having requested it in during their 3 previous rejections of this scheme. 343 homes is likely to involve 600+ vehicles. The nearby village of Ditchling is already a ‘no go zone’ for much of the working day with pavements impassable to anyone wanting to remain safe.

This part of Sussex is well known for its wildlife, part of the reason for creating the South Downs National Park was to protect this. Massive developments on the park’s boundaries will seriously impact the area’s rare wildlife including bats, great crested newts, rare birds/birds of prey.

Still on the subject of the national park. Part of the remit of planning within the SDNP is to protect the view from the South Downs. This proposed development would be a massive blot on the landscape representing a significant loss of green space and permanently impairing the view to the north from the iconic Ditchling Beacon. This would lead to Burgess Hill and the villages to the south becoming one sprawling mass with the fragile strategic gap severely compromised.

127	Mr M Bamber	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/127/1	Type:	Object
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I am objecting to the above applications regarding the fields south of Folders Lane, Burgess Hill for the following reasons.

1. The site is full of many protected species who are already spilling over into our residential area due to losing their habitats in the very overdeveloped Folders Lane.
2. Oakhall Park is a quiet residential area and an increase in traffic will ruin this and decrease house values.
3. Oakhall Park is already bugged by people parking for the station (some inconsiderately) and extra traffic will bring more problems.
4. We live in a beautiful area and this development will seriously harm the setting of the South Downs National Park.
5. I cannot find any evidence of a traffic survey being done. Maybe this is because it would immediately put this site in jeopardy!

Please consider residents who currently live in this area as we love where we live and this development could ruin everything for us!

1200	Mrs G Bancroft	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1200/1	Type:	Object
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The area that surrounds this land has already had (and still is having) multiple housing developments. The area used to be open and very green with beautiful landscape and now it is becoming less and less. This part of the town already looks like a fake american village where all of the new houses look the same and ugly with no soul. At the moment the Kings Weald and the Croft are being built and now you want to add even more housing. How about you look to the West of Burgess Hill and stop building on the East?! There are lots of open spaces on the way up to Hickstead where a new DPD delivery site has been built. These areas are not as pretty and probably cheaper land. You are spoiling the landscape if you keep building around folders lane. Before long you will be developing new houses directly onto Ditchling Common with no room for wildlife.

<b>514</b>	<b>Mr D Barker</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 150px;" type="text"/> <b>Type:</b> <input style="width: 80px;" type="text"/>				
<p>I am contacting you today to object to the site allocations SA12 and SA13 (pages 34 - 37 ), the fields south of folders lane, Burgess Hill.</p> <p>The reasons why i am objecting to this development are as follows. -</p> <p>1/. The area has already seen considerable development and any further development would again erode the distance between Burgess Hill and the villages to the South.</p> <p>2/. No relevant traffic study has been carried out to support this development. Already the traffic through Burgess Hill at peak times is backed up causing delays and pollution in the area due to standing traffic. This development would add further to the problem and increase the pressure on the local roads.</p> <p>3/. The development would have a serious detrimental effect on the wildlife currently present at the site many having protected species status.</p> <p>4/. In the two years i have lived in Burgess Hill the area has changed dramatically due to the recent developments and i feel that this is a development not good or needed for this area.</p> <p>For the above reasons i wish to object to this development.</p>				

<b>794</b>	<b>Mr C Barnden</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 150px;" type="text"/> <b>Type:</b> <input style="width: 80px;" type="text"/>				
<p>I am surprised to learn Mid Sussex have included in a Draft Site Allocations DPD (Regulation 18) Consultation land to the South of Folders Lane and East of Keymer Road, Burgess Hill for a further 343 dwellings bearing in mind the already substantial developments now in progress and proposed in future to the north side of the town.</p> <p>These developments will substantially increase the population of the town but do nothing to improve existing inadequate infrastructure particularly in relation to traffic congestion caused by inadequate railway crossings and the lack of a proper ring road particularly to the south of the town.</p> <p>As a resident of the town since 1945 and of Folders Lane for over 50 years I am dismayed the town has been allowed to grow in such a haphazard way and developers are not being held to account and required to make a greater contribution to improving the amenities of existing areas and of existing residents.</p> <p>Folders Lane is a residential road but has been allowed to become a principal east west traffic route through the town to the detriment of the amenities of existing residents. It is the principal route used by the substantial industrial site to the east where heavy lorry traffic is forced to access the A23 through the town centre due to the lack of an adequate alternative.</p> <p>I see no reason or justification for further increasing the size and population of Burgess Hill thereby eroding the Green space between the town, the nearby towns and villages and the South Downs National Park to the south.</p>				

**858** **Mr A Barrett-Miles** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocation SA12 and SA13 (pages 34-37), fields south of Folders Lane, Burgess Lane.

The first reason for my objection is the ability of Burgess Hill to absorb further development over the plan period to 2031. In the District Plan/ Neighbourhood Plan Burgess Hill has been allocated over 4000 houses and these together with the strategic development in Hassocks of 500 houses will have a significant impact on the infrastructure and environment of the Town. As with previous major developments in Burgess Hill a moratorium on additional large developments should be implemented until after 2031 so that the effects of the District Plan developments can be assessed and absorbed.

The second reason for my objection is the DPD allocation process itself. The process appears to be a piecemeal and random allocation of housing and does not have any strategic basis. The result is arbitrary and unbalanced . Burgess Hill has significant allocations in both the District Plan and the DPD. Haywards Heath, on the other hand, has a small level of housing in both documents despite having a strategic site - the golf club - which is available and scored higher than the two Burgess Hill sites in the allocation process. The exclusion of this site whilst the two Burgess Hill sites are included seems at best arbitrary and at worst suspicious.

In addition to the above there are a number of detailed points which make these sites unsuitable for development:

i) Traffic

A number of major junctions in the east of Burgess Hill are at capacity already and these allocations plus the strategic site in Hassocks will exacerbate the situation. There is no easy resolution to this issue.

ii) Wildlife

These fields are a haven for a number of protected species which cannot be adequately protected.

iii) Loss of Strategic Gap with Hassocks

iv) Harm to the setting of the SDNP.

**1258** **Mrs L Barry** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to the sites SA12/SA13 (PG 34-37) the fields south of Burgess Hill because the site is an invaluable setting to the South Downs and the site is full of protected wildlife. There has been no proper traffic study to detail the impact of this development.

**281** **Mr M Batchelor** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3 (pages 34 - 37), the fields south of Folders Lane Burgess Hill because of the increased traffic using Keymer Road and the surrounding area.

Has a study been carried out with regard to this concern?

If this development is allowed it will mean Burgess Hill will lose its identity by eventually joining up with Keymer and Ditchling and thus encroaching on the South Downs National Park.

I am sure there are better sites which do not have these concerns.

<b>481</b>	<b>Mr &amp; Mrs P Bates</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/481/1	<b>Type:</b>	Object
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There appears to be only 3 ways the Greenlands Drive and Oak Hall Park One way system can operate and none of them will improve the congestion, they will only move it.

The best way and most simplest way will be to install traffic lights into the Folders Lane and Keymer Road T junction .

If the one way system is planned to work clockwise, traffic turning left out of Folders Lane into Keymer Road and then right into Greenlands Drive which will cause congestion at that point.

If the one way system is anti clockwise the congestion point will be at the Oak Hall Park exit into Keymer Road and at the Keymer Road and Folders Lane Junction.

The Third way would be for normal 2 way traffic from Folders Lane into Keymer Road and for traffic from Hassocks to turn left into Greenlands Drive and leave at Oak Hall Park and Keymer Road junction. The congestion will still occur at the Folders Lane junction with traffic heading South on Keymer Road and generate another congestion point at Oak Hall Park exit.

<b>323</b>	<b>Mr &amp; Mrs P &amp; M Bates</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/323/1	<b>Type:</b>	Object
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1 The increase in the housing in that area will also mean a very large increase in traffic. The suggestion that Greenlands Drive and Oakhall Park should be a one way system shows how little the developers have looked around the area. This would make the route being used as a crowded RAT RUN with all sizes of traffic having to weave their way around all the cars left by the Commuters, it would also make it very dangerous for pedestrians and It would also make it very dangerous for drivers to pull into or leave there drives.

2 Why do we need this increase of housing in this area when there is already a very large number of houses coming to the Northen area of the town.

3 If this extra housing is approved where will the extra Schools, Doctors, Car Parks etc be put for the 1000 plus people in those houses.

4 This town has grown far to fast, it is struggling to find the amenities it needs, we do not want that to increase.

5 Where are the protected wildlife to move to. Are these developers going to find and take them to safe areas which will not be used by any developers. The answer will be NO.

6 Should ever the VERY BAD DECISION to approve these houses occur the following rules must be made.

(A) No further housing will be built here.

(B) With immediate effect Schools, Doctors and Car Parks must be built before any houses are built.

148	Mrs A Batte	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/148/1	Type:	Object
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The process followed by which this site was selected was grossly flawed in that relevant information was suppressed or ignored and the selection could have been influenced by offers of gifts which are now a matter of public record. In addition:

- No overall traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development. The recent traffic study commissioned by MSDC, which Councillor McNaughton claimed at the MSDC Committee meeting where the sites were finally agreed addressed this issue, did not examine the Folders Lane / Keymer Road mini roundabout.
- The site is full of many protected wildlife species for which adequate protection would be impossible.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- It would cause irreparable harm to the setting of the SDNP.
- There are other more suitable sites which are available which do not have any of the above constraints.

153	Mrs A Batte	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/153/1	Type:	Object
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The process followed by which this site was selected was grossly flawed in that relevant information was suppressed or ignored and the selection could have been influenced by offers of gifts which are now a matter of public record. In addition:

- No overall traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development. The recent traffic study commissioned by MSDC, which Councillor McNaughton claimed at the MSDC Committee meeting where the sites were finally agreed addressed this issue, did not examine the Folders Lane / Keymer Road mini roundabout.
- The site is full of many protected wildlife species for which adequate protection would be impossible.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- It would cause irreparable harm to the setting of the SDNP.
- There are other more suitable sites which are available which do not have any of the above constraints

214	Mr Smon Batty	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/214/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>1145</b>	<b>Mr N Beaumont</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1145/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because in your SHELAA Ref 503 there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

In their proposals for site ID 503, the developers are planning to include a school and doctor's surgery. Despite being desperately needed neither a school nor a doctors surgery are included in the proposals for sites SA12 & SA13

<b>475</b>	<b>Mrs J Beavis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/475/1	<b>Type:</b>	Object			

I wish to object to site allocations DPD, building on the fields south of Folders lane Burgess Hill because the site is full of protected wildlife species, also there will be no gap between Burgess Hill & the villages, we have far too much non stop building work in the Croft Kingsway area & the old brickworks site, non stop traffic noise& road sweeper noise already in this part of the town causing pollution, congestion etc. There are other more suitable sites elsewhere. Janina Beavis & Olga Derriman ( residents since 1981)

<b>917</b>	<b>Mrs C Beckett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/917/1	<b>Type:</b>	Object			

I am objecting to SA12 & SA13 because already I have seen a huge increase in the time it takes to get from our house in the Holt to Burgess Hill town - a journey which takes two minutes - now due to the developments of new housing estates without the roads to support the traffic this journey takes 30 minutes waiting in traffic as we all attempt to move along the one road to get our kids to school on time or to enable us to get to work.

No relevant traffic study has been carried out to support this development despite being required by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012, 2013)

The impact on local area, people who live here already, wildlife and the borders between Burgess hill and other villages near by would not be positive

<b>402</b>	<b>Ms K Beckwith</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/402/1	<b>Type:</b>	Object			

There are many species of animals who have already set up their homes on the development site, some of which are protected species. Adequate protection of these species and their habitats will be impossible with these houses being built. They will be forced into starvation after being moved into other animals territories or another field ready to be developed on.

**1261** **Mr P Belchamber** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The site is full of many internationally protected wildlife species.
- The traffic study commissioned appears to include errors, and did not include the Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.
- It would cause irreparable harm to the setting of the South Downs National Park

**303** **Mr & Mrs P & J Bell** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

We are objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill because:

1. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013).
2. In view of present world understanding of preserving the environment this development will have a devastating effect on birds, animals, and insects, and grasslands and trees as their habitat will be obliterated for ever. It will also have the effect of a further decrease in the countryside of this beautiful area.
3. It would be a threat to the strategic gap between Burgess Hill and the villages to the south.
4. As is already the case in this overdeveloped part of Sussex it would present a huge problem to the already congested roads, and put an enormous burden on schools, hospitals, and surgeries in the area.

**586** **Mrs S Bennett** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am writing in support of the above proposed building development for Burgess Hill. As someone who has always had family living in this area of Sussex I am keen to see that, where at all possible, new housing is built in the most appropriate and best located areas. Consequently I strongly support this application for using land between Keymer Road and Folders Lane. There is already housing here, both modern and older, and this development would fit neatly into the existing area. Facilities locally are excellent for families and businesses, and the “added value” the developers would put in will be of benefit to all.

I therefore fully support this scheme and would ask you to look favourably at it.



<b>484</b>	<b>Mr P R Bennett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/484/1	<b>Type:</b>	Object			

I write to strongly support the proposed plan for the development of SA 13.  
 As I was brought up in the Burgess Hill area and have family and friends living there I am well aware of the great need for further housing in the area.  
 This site of land east of Keymer Road and south of Folders Lane is conveniently positioned close to both the town centre and transport links, consequently it makes absolute sense to develop the land.  
 Please look favourably on the scheme and grant permission as it will benefit the whole community and local businesses.

<b>353</b>	<b>N Bentley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/353/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane because:

No relavant traffic study has taken place. This is a major issue in this congested area.

The site is full of wildlife which would be destroyed by this extensive development.

It would cause harm to the setting of the SDNP.

There are more suitable sites which are available and deliverable.

In the minds of residents the Neighbourhood Plan is not being respected.

<b>352</b>	<b>Mr G Bentley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/352/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill because:

Traffic is a major issue in this area and no relevant traffic study has been carred out although this is a requirement imposed by MSDC in previous overviews of the area. Traffic congestion is now a regular feature both morning and evenings and other agreed housing developments in the area will only make this worse.

Further erosion of the strategic gap between Burgess Hill and villages to the south.

Wildlife in the are would be wiped out.

Other more suitable sites are available and deliverable.

Residents need to believe that agreed Neghbourhood Plans have some validity and will be respected.

<b>391</b>	<b>Mr W Benyon</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/391/1	<b>Type:</b>	Object			

I am objecting to site allocation SA12 and SA13, pages 34 to 37, the . fields south of Folders Lane, Burgess Hill due to a number of reasons;

- \* There has been no relevant traffic study carried out in support of this proposed development even though this is a requirement imposed by MSDC in their previous overviews of the area which resulted in the consistent rejection of the idea of the development (SHELAAs 2007, 2012, and 2013).
- \* The proposed site is home to many protected wildlife species including barn owls, great crested newts, adders and slow worms and it is impossible to provide adequate protection for them.
- \* It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- \* It would cause irreparable harm to the setting of SDNP
- \* There are more suitable sites available and deliverable which provide an equivalent or higher number of units without these constraints

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<b>1251</b>	<b>Mrs M Berycz</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1251/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

South Downs National Park:It would cause irreparable harm to the setting of the South Downs National Park and what about the dark skies reserve, how would more houses so close to the park preserve this, would there be no street lighting?

Coalescence: By placing so many homes here, the ancient green fields between Burgess Hill and Hassocks would be lost for good. This would mean the smaller village of Keymer would be swallowed up by Burgess Hill’s urban sprawl, doesn’t this contravene policy DP13 in the District Plan? Traffic: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) What about the Atkins Report of 2005, which claimed these fields would only be suitable for development if a Relief road would be built across Bachelors Farm? Why are the results of this being overlooked in favour of a more generalised Systra Traffic model?

Environmental Factors: Can we really prove that this site is so important as a destination for housing, to the detriment of the many protected wildlife species such as bats, adders, slow worms, great crested newts, cuckoos and barn owls whom for which adequate protection would be impossible?

More Suitable Sites: What has Happened to Haywards Heath Golf Course? This site is more suitable, available and will eventually provide a bigger housing stock? Being a golf course there are fewer environmental concerns. Many of the issues above are not a problem there.

**911** **Ms I Bhattacharya** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to this planned development (site allocations SA12 and SA13, pp.34-37), the fields south of Folders Lane, Burgess Hill for the following reasons:

- 1) The proposed area for construction is a habitat for many protected wildlife species (including bats, adders, slow worms, cuckoos, barn owls, great crested newts) for which suitable protection would be impossible.
- 2) It would destroy the fragile strategic gap between Burgess Hill and the villages to the south;
- 3) It would cause great and irreparable harm to the immediate surroundings of the South Downs National Park;
- 4) No relevant traffic study has been done to support this proposed development despite this being a requirement imposed by MDSC in their previous three overviews of the area in which they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013);
- 5) Other better sites exist that are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

Thank you for considering my objection.

Best wishes,  
Imogen

**901** **Mr M Bichan** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 & SA13, pages 34-37, the fields south of Folders Lane, Burgess Hill because:

- I am extremely worried of the potential traffic impact, I do not believe a relevant traffic study has been carried out which I believe is a requirement imposed by MSDC in their 3 previous overviews of the area in which they have rejected the development (SHELAA's 2007, 2012 & 2013)
- Endangerment of protected species such as adders, bats, cuckoos and barn owls.
- Damage to the setting of the South Downs National Park.
- There are better alternative sites available which can provide a similar, or more, units which do not face the same issues as I have stated here.

<b>864</b>	<b>Mr &amp; Mrs J &amp; M Bishop</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/864/1	<b>Type:</b>	Object
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We are objecting to site allocations SA12 and SA13 {pages 34 – 37}, the fields south of Folders Lane, Burgess Hill, for housing on several grounds: It would decrease the necessary countryside space between Burgess Hill and the villages to the south. These spaces, we are constantly informed, are vital to the preservation of many wildlife species such as bats, cuckoos, barn owls, great crested newts to mention but a few, some of which are protected! It is also vital for the health and therefore well being, of the community. This development would require further in depth study as it would definitely have a severe effect regarding the increased amount of traffic and it's flow on nearby roads and junctions such as the Folders Lane roundabout which already has problems and the roundabout at the top of Silverdale Road No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development [SHELAAs 2007, 2012 and 2013] We would also object to the instigation of a one way system through Greenlands Drive and Oakhall Park as being unsuitable through housing estates and causing further issues as it rejoins the Keymer Road at Oakhall Park. We believe there are other more viable sites which are available, which provide an equivalent or higher number of units and which do not have any of the limitations which we have mentioned above.

<b>838</b>	<b>Mrs P Blackford</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/838/1	<b>Type:</b>	Object
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I was dismayed to read the proposal to build on these sites. Having lived in Greenlands Drive from around 25 years I am aware of how much wild life there is in these fields. Also to use Greenlands and Oakhall as a through road is ridiculous. The Village Rider bus can hardly negotiate the bends along this route now due the parked cars etc. Please, please do not spoil this lovely area and leave the fields between Burgess Hill and Hassocks to be enjoyed by all. The traffic on Ockley Lane is already horrendous and new housing planned in Hassocks and in your proposals will make it much, much worse.

<b>1152</b>	<b>Mr D Blackman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1152/1	<b>Type:</b>	Object
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- 1) Considering the amount of time Parish and Town Councils had to spend making and consulting on neighbourhood plans a six-week consultation, with little or no publicity, to over-ride those plans is wrong.
- 2) Burgess Hill is already having thousands of new homes in Northern Arc. Apart from widening an outlying road (A2300) NO INFRASTRUCTURE is being improved. There are two east-west crossings of the railway line, both using victorian bridges. They already generate queuing traffic, decreasing air quality, raising pollution for at least 100 metres in each direction at each crossing. The McDonalds roundabout and queuing for "drive-thru" does the same. Until West and Mid Sussex sort out better traffic infrastructure and better traffic flow into and through Burgess Hill there should be no further developments. Each new home tends to increase traffic by at least one car, usually two.
- 3) Where would a replacement school for St Wilfred's be built? All very well having hundreds/thousands of extra homes but educational infrastructure needs to be addressed first.
- 4) What about social (council) housing? Pressurise the government to repeal the "Right to Buy" law so that it is worthwhile the council building social homes

594	Mr A Bliss	Organisation:		Behalf Of:		Resident
Reference:	Reg18/594/1	Type:	Object			

I would like to object to the Site Allocations SA12 and SA3(pages 34-37),the fields South of Folders Lane, Burgess Hill, because there has been no traffic study carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development(SHELAAs 2007,2012, and 2013.

177	Ms G Boardman	Organisation:		Behalf Of:		Resident
Reference:	Reg18/177/1	Type:	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>184</b>	<b>Mr R Boardman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/184/1	<b>Type:</b>	Object
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The field that borders onto the proposed site is part of our home. We also own Wellhouse Lane itself. We object for the following reasons:

Our field and home would be overlooked by the homes and subject to significantly increased light and noise pollution both during the build and thereafter.

The traffics in the area is already congested especially at the junction between Ockley Lane and Folde Lane. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The infrastructure -  
Particularly drainage - in the area isn't capable for dealing with the additional homes - we have had flooding on Oakley Lane which has led to frequent power cuts over the last year.

The site is full of many protected wildlife species - which we find on our adjacent field - for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. There are also a considerable number of deer and rabbits.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and particular Wellhouse Lane - especially if the development created a precedent for development in the area.

It would cause irreparable harm to the setting of the South Downs National Park which forms part of our property.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>1254</b>	<b>Mr P Bolton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1254/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA13 the fields south of Folders Lane, Burgess Hill because:

There is already far too much traffic coming through Ditchling causing congestion from all the other developments that have been approved in the last 20 plus years. No effective consideration or expenditure on new road infrastructure to alleviate to problems has taken place. Until a solution to the current situation is found and infrastructure improvement have been implemented no new developments should be considered.

Any further development in this area will seriously erode the strategic gap between Burgess Hill and Ditchling and Keymer damaging the environment of the South Downs National Park.

<b>939</b>	<b>Ms E Bolton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/939/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. And any suggestion of forming a one-way system around the area by turning residential Oak Hall Park into a major thoroughfare would be unthinkable!

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints

<b>1255</b>	<b>Mrs M Bolton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1255/1	<b>Type:</b>	Object			

I am objecting to the site allocations SA12 and SA 13, the fields to the south of Burgess Hill as these sites will seriously erode the strategic gap between Burgess Hill and the villages to the south.

I also object as these sites will significantly increase the number of vehicles using the local roads to the south of Burgess Hill which already suffer from difficulties due to the high volume of traffic. Ditchling in particular frequently comes to a standstill due to the high volume of traffic passing through the village.

<b>279</b>	<b>Mr B Bone</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/279/1	<b>Type:</b>	Object			

I am objecting to the above relevant to the fields south of Folders Lane.

No traffic study has been carried out. I live on the lane which has a speed limit of 30mph but not many drivers adhere to that. Indeed, getting out of our driveway, onto Folders Lane, can be time consuming and often dangerous, as cars appear out of nowhere, at speed. The current volume of traffic is also an adverse consideration and has never been heavier.

The strategic gap between Burgess Hill & Ditchling/Hassocks will be reduced until the three towns become one huge sprawl. Over the years, Folders lane has seen many new developments and estates but absolutely no further amenities have been added. No Doctors, Dentists, shops etc. Nothing.

<b>401</b>	<b>Ms A Boosey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/401/1	<b>Type:</b>	Object			
No building on these fields as it will ruin the wildlife habitat, increase traffic in the area, add pollution to the air, and ruin one of the remaining beauty and countryside hotstops in that area						

<b>930</b>	<b>Ms S-J Borradaile</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/930/1	<b>Type:</b>	Object			
I am objecting to the SA12 and SA13 Fields development - use of greenfield sites is lazy development. There are acres of flat car parks which waste land, brownfield development sites held by various organisations and acres of small detached properties where there could be terraced houses, apartments needed as affordable housing.						
This development will cause permanent damage to the South Downs National Park, will plug the natural habitat between villages and towns where wildlife can pass and co-exist. Create even longer traffic backlogs through Ditchling, Keymer, Hassocks, Burgess Hill and surrounding villages.						

<b>1129</b>	<b>Mrs S Borradaile</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1129/1	<b>Type:</b>	Object			
No relative traffic study has been carried out to assess the impact of this development despite this being a requirement imposed by MSDC it is crucial that impacts are identified in advance.						
The site is full of protected wildlife and this development will cause irreversible damage.						
The loss of the gap between Burgess Hill and the southern villages will be detrimental to wildlife (and people), loss of habitat means the ability for species to move around an area is curtailed.						
There are other more suitable sites with the boundaries of existing conurbations which do not destroy the countryside around the south downs.						

<b>915</b>	<b>Mr T Bourne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/915/1	<b>Type:</b>	Object			
No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews. We are already seeing 15 minute delays to get from Kingsway into town from the Kingsway new builds. The local infrastructure is totally unfit for purpose already.						



170	Ms F Bowdery	Organisation:		Behalf Of:		Resident
Reference:	Reg18/170/1	Type:	Object			
<p>This would be a step to far for the number of houses being built on this side of the railyway line. The traffic is already horrendous getting from one side of Burgess Hill to the other. Development of more house would be detrimental to the wild life so close to the South Downs National Park, and to the villages bewtween Burgess Hill and Brighton.</p> <p>My main concern is traffic Driving down Cants Lane now, with the massive development in the old brickworks, is dangerous and the only other way is past the station.</p> <p>There are plenty other suitable sites that could be developed without adding to the already heavy traffic on the Keymer Road/Folders Lane junction.</p>						

160	Ms A Bowers	Organisation:		Behalf Of:		Resident
Reference:	Reg18/160/1	Type:	Object			
<p>I understand this site has been rejected in previous applications 2007, 2012 &amp;2013. The traffic in this area is horrendous, and that there has been no viable study or monitoring for the planning requirement on the overloaded roads in this area. Most home owners along Folders Lane have major issues getting in and out of their driveways due to volume of traffic going up and down Folders Lane every day, even on the weekends. There are queues of traffic blocking the road and we cannot just keep adding further to this pressure causing even more frustration and misery to the people who are already living here.</p> <p>Burgess Hill is already taking the major brunt of the housing allocation in the "Northern Arc" development and we should not have to continually give up our diminishing green spaces for even more housing. This not only will have a devastating impact on our fragile wildlife and woodland areas, it is unsustainable there is no infrastructure to support this including schools, hospitals, doctors, dentist etc.</p> <p>There is absolutely no REAL need for more houses around this part of Burgess Hill when we have thousands of Houses being built in the "Northern Arc".</p> <p>When will this crazy, unnecessary, developers orientated goldmine cease?</p>						

394	Mr P Bowtell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/394/1	Type:	Object			
<p>I appreciate there is a desperate need for housing, especially in the South East of the UK. However, I drove through the centre of Ditchling village this afternoon at 13:44 heading North from Beacon Road. It took me 7 minutes to get through the village at a relatively quiet time of day and it is also half term when lots of people are away. The prospect of an additional 343 houses with potentially over 500 cars within a stone's throw of Ditchling simply doesn't bare thinking about.</p>						

<b>343</b>	<b>Ms L Bowtell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/343/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because living on Underhill Lane, which is an access only Lane, is ignored daily by drivers using it as a detour to the centre of Ditchling. Alongside this development creating traffic issues through Ditchling itself it will certainly have an even greater, shocking impact on the traffic in our lane. As a dog and horse owner, I have witnessed and been on the receiving end of people driving without care or consideration, using the lane as a rat run, when they have no business to. Building 343 houses within 5 miles of Ditchling/ Westmeston means potentially another 300-700 cars using our access only lane, which is within the South Downs National Park, and this will have a devastating, possibly even fatal effect.</p>						

<b>204</b>	<b>Ms J Box</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/204/1	<b>Type:</b>	Object			
<p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  It would cause irreparable harm to the setting of the South Downs National Park  There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>205</b>	<b>Ms P Box</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/205/1	<b>Type:</b>	Object			
<p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  It would cause irreparable harm to the setting of the South Downs National Park  There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

**203** **Ms C Box** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

**390** **Ms C Bridgeman-Brady** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocation SA12 and SA13, pages 34 to 37, the . fields south of Folders Lane, Burgess Hill due to a number of reasons;

\* There has been no relevant traffic study carried out in support of this proposed development even though this is a requirement imposed by MSDC in their previous overviews of the area which resulted in the consistent rejection of the idea of the development (SHELAA's 2007, 2012, and 2013).

\* The proposed site is home to many protected wildlife species including barn owls, great crested newts, adders and slow worms and it is impossible to provide adequate protection for them.

\* It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

\* It would cause irreparable harm to the setting of SDNP

\* There are more suitable sites available and deliverable which provide an equivalent or higher number of units without these constraints

**574** **Mr & Mrs E Bridger** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

It would seriously erode the already wild life, the strategic gap between Burgess Hill and all appertaining villages to the south.

There are a number of more suitable sites which are available for building on without disturbing this area as this area should be protected for the wildlife area and causing irreparable harm to the setting of our South Downs.

**221** **Ms J Broadhurst** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I understand there has NOT been a traffic study even though current congestion on Keymer road is not acceptable.

The site is home to many protected species of wildlife

It will seriously affect the strategic gap between the town and villages to the south

Any future development if any should be on the other site of Burgess Hill

605	Mr G Brooker	Organisation:		Behalf Of:		Resident
Reference:	Reg18/605/1	Type:	Object			
<p>I am writing to register my objection to the site allocations SA12 and SA13 (ref. pages 34-37) identified within the captioned document.</p> <p>My objection is based on a number of issues, notwithstanding the fact these sites are totally unsuitable for development, particularly as MSDC have previously rejected such proposals, together with the fact that no appropriate traffic studies have taken place to support any such proposal.</p> <p>I also object in the basis that any development would destroy protected wildlife species as it would be impossible to introduce any adequate protective measures to mitigate against such destruction.</p> <p>Additionally, the important “green gap” that exists between my town (Burgess Hill) and those villages to the south would, tragically, be gone forever.</p> <p>I believe that there are sites available which are much better suited to any development, providing more space, and these should be reviewed as a matter of urgency.</p>						

1265	Mrs J Brown	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1265/1	Type:	Object			
<p>I am strongly objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because of the following:</p> <p>No relevant traffic study has been carried out despite the idea of development in this area being rejected in 2007, 2013 and 2016. When surveys were carried out re traffic issues.</p> <p>The site is home to many protected wildlife such as bats, adders, slow worms, great crested newts, cuckoos and barn owls for which protection would be impossible The already fragile strategic gap between Burgess Hill and villages of Keymer and Ditchling would be seriously eroded and also cause damage to the setting of the South Downs National Park of which the above villages are part.</p> <p>I would hope that MSDC would therefore will support local concerns and once again reject this proposal.</p>						

134	Mr M Bruce	Organisation:		Behalf Of:		Resident
Reference:	Reg18/134/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 pages 34-37, fields south of Folders Lane, Burgess Hill because the roads around this area are insufficient to deal with the additional traffic that will be generated by this planned housing. It will also drastically effect the South Downs area.</p>						

375	Mr A Buckle	Organisation:		Behalf Of:		Resident
Reference:	Reg18/375/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <p>There has been no relevant traffic study carried out to support this development despite such a requirement being imposed by MSDC in the three previous area assessments in 2007, 2013 and 2016 when they consistently rejected the idea of development.</p> <p>The site is full and natural wildlife habitat and adequate protection of many of the species that inhabit this area including bats, adders, slow worms, great crested newts, cuckoos, barn owls would be impossible.</p> <p>Further serious erosion of the already declining and fragile strategic gap between Burgess Hill and the villages to the south</p> <p>The setting of the South Downs National Park would be caused irreparable harm</p> <p>There are many more suitable sites that do not have any of the above constraints. These are available and deliverable and would allow for an equivalent or higher number of units.</p>						

265	Mr R Buckley	Organisation:		Behalf Of:		Resident
Reference:	Reg18/265/1	Type:	Object			
<p>I object to the proposal to build 343 houses on green space.</p> <p>This area is the natural habitat of protected wildlife.</p> <p>My daughter walks to school along the Keymer road, the air quality due to the heavy traffic is so bad it triggers her breathing issues.</p> <p>Adding hundreds of extra houses would only serve to further compound this issue of congestion.</p> <p>Have you carried out a traffic investigation?</p> <p>The local schools are already under pressure due to the massive increase in housing in burgess Hill.</p>						

1177	Mr M Burrows	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1177/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because the is no planning to mitigate the impact of the increased traffic in the area.</p> <p>This has been a requirement of MSDC for previous overviews of development in the area and have been grounds for rejecting proposed developments in the area.</p>						

1214	Mr M Butcher	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1214/1	Type:	Object
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The plan is poorly conceived and will only make worse the problems caused by the more recent increases, in the numbers of houses, that Burgess Hill has had to take. Firstly the vast maj of thehouses are sold at 'market value'. Even the 'social housing' is not really affordable. Some friends have had to move out of the area entirely, just to be able to uy tgeir first hme.

The roads are badly congested, and in extremely poor condition. The roadsurfaces are breaking up and potholes are damaging our cars. I see nothing in the plan to address the increased congestion, or the extra pressure that will e place on the routs that allow you to travel from one side of the town to the other.

The increase in the size of the town is galloping ahead of the services needed to support it. Local priary schools have already been expanded to take the children from the last influx of houses. They are unabe to expand further. We all know the years it took to getthe developers to build the promised, and desperately needed, school in Bolnore 'Village'. They may still not have built it.

Since the building of the houses aro the Triangle, Tescos ect., all those years ago, have we had aproportional increase in hospital provision, paramedics, health visitors, fire crew or policemen? No. Their numbers, at best, remained static, but most have reduced. We only have a retained fire station and we no longer have a police tatio hat actually has staff based there. Most of those remaining have been taken to Crawley, with only a couple per shift covering Burgess Hill. Those officer are actually based in Haywards Heath, and get very little time to patrol Burgess Hill, as they only get to leave Haywards Heath to bolster staff at Crawley.

I also have concernes over the quality of the properties being built, and the tiny sizes of their gardens. However I understand this is not part of ths consultation. Burgess Hills infrastructure is creaking. The current mess created by the redevelopment of the town centre just shows how bad things have got. We may not end up with he promised lbrary, if they insist of giving away it's intended space to a bowling company. There seems to be very little joined up tinkng in the plan. So many things need to be fixed. The proposed extra housing is likely to push our services, roads and amenities to collapse. PLEASE reject this mess of a 'plan'.

357	Mrs J Byshell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/357/1	Type:	Object
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My husband and I have lived off the Folders Lane area for 37 years. We have over the last five years seen the extensive building of houses and development of land nearby. We are very concerned about the increase in housing and the number of people attached to those houses.

Both schools and doctors are full to capacity and our children’s children living in the area are being the school that they live next to due to overcrowding.

This overdeveloping of the area has to be stopped.

217	Mr H Cameron	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/217/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>216</b>	<b>Ms B Cameron</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/216/1	<b>Type:</b>	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>818</b>	<b>Ms C Carey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/818/1	<b>Type:</b>	Object
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I am contacting you to register our concern as a household of 3 for the further housing and development plans. We have lived in burgess hill for over 20 years and am very concerned about;

1. More traffic in burgess hill, the roads are obviously getting busier and have become impacted already by redevelopments that are complete or underway
2. Lack of infrastructure to support more people in our town. Doctors and dentist appointments have become difficult to book !. Where are the police, more crimes and anti social behaviour is all over social media, a concern !
3. The town redevelopment is not complete and offers very little in way of further infrastructure.

Whilst We understand the need to hit targets for housing ! please understand that as residents this is of great concern to us. We have paid for our houses and chose to live here for a reason !!

The environment is even more of a concern, natural habitats being taken up by new developments. It's very sad to see the lack of understanding to real life issues and the decision making that will continue to have a detrimental effect the on environment in the global position we are in already ! Look at the bigger picture !!!!

Please can you answer some of our concerns and show plans for effected environmental areas, the due diligence you have done I.e. going to study these sites !

And also what are the numbers, how many more people, cars etc can we expect . What due diligence has been done and what are the plans for infrastructure, schools, hospitals, emergency services..

169	Ms M Carr	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/169/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it remains Overdevelopment on precious green belt land , the infrastructure and roads cannot support the existing housing and much of the new housing in the area is not selling . With the northern arc development in addition the roads in the area will grind to a halt , I understand no relevant traffic study has been carried out to support this development even though this is requirement ordered by MSDC in the last three previous applications Development applications in 2007, 2013 and 2016 were rejected and now northern arc has been agreed why is this now being considered The site Has many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

This would further erode the strategic gap between Burgess Hill and the villages to the south

Development would seriously harm to the setting of the South Downs National Park



473	Mr G Carter	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/473/1	Type:	Object
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I say "Dear All" but you people are destroying our world, you "MSDC" have the audacity to promote further housing development South of Folders Lane with no concideration to our "SPACE" the Space I refer to is precious to most of the people of Burgess Hill yet you "MSDC" still wish to destroy it?.

My wife and I came to Burgess Hill in April 1972, but now we are experiencing the worst traffic chaos and as for parking we now have a serious issue.

And MSDC want to build even more homes in Burgess Hill, Hassocks and Haywards Heath are you all totally insaine?

We don't have sufficient roads and we all now suffer severe congestion, and the parking is now beyond pathetic.

I have paid my taxes since 1972 and I must say that now I am ashamed of MSDC, you are the pits and I find you all lacking community sprit to put it mildly.

Plus you have no reality moving forward and that is sad, if MSDC can not see the future then we are dead.

Our world as we know it is being destroyed and nobody else took the time to comment? Shame on you all!  
Sometimes I may not have the words to describe what I feel, but I do know where we are heading for. And if we do no stand together and make serious protest we will loose our comfortable neighbourhoods.

Our Towns will be seriously "Over-Developed" and the future for our subsequent generations will be a NIGHTMARE..

I sincerely hope that I have PIS\*ED you all off and subsequently generated some response. Wake Up....Say something... If you actually care...???

Yes I am trying to achieve a way forward to approach MSDC to endeavour to achieve a way forward to make progress to secure some limitation as to development within Burgess Hill.

Yes South of Folders Lane is a nightmare, but where does local development stop? Etc Etc.

...

OK, maybe I did go over the top with my email of November 6 objection, but as I have not received a reply or indeed any acknowledgement from LDF Consultation or indeed MSDC so I take it that you are lost for words?

The reality is that Burgess Hill, Haywards Heath and Hassocks are seriously over developed, but MSDC still wish to destroy what remains of our world. I know that I am repeating myself but we have already reached saturation point with local traffic and parking and let us not for forget car exhaust pollution...

MSDC have failed the local folk who have lived here for many years, including my wife, myself since 1972 and family soon after.

MSDC has a lot to answer for, you have failed to rationalise and find a reasonable playing field with new housing developments, yes MSDC have indeed failed big time as your new housing development vision is a total disaster. Because you have systematically destroyed our world and replaced our world with carbon monoxide, excessive traffic and overall parking nightmare etc etc.

<b>373</b>	<b>Ms S Cartmel</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/373/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 & SA13, pages 34-37 the fields south of Folders Lane, Burgess Hill because:-

- \* No relevant traffic study has been carried out to support this development. Traffic volumes on Keymer Road and Folders Lane are already high, with long tailbacks each rush hour, causing unnecessary air pollution. Outside of rush hour, there is a continuous flow of vehicles travelling up to 60 mph, with poor sight lines for pedestrians. I have several elderly and/or disabled friends who currently find it extremely hazardous to cross Keymer Road, due to traffic volume/speed. Waiting for a sizeable gap in the traffic on both carriageways simultaneously can take 10 minutes or more.
- \* The absence of a traffic study contradicts MSDC's previous requirement for assessments when they consistently rejected the idea of development of the area (in 2007, 2013 and 2016)

The site is full of many protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos and barn owls. Adequate protection will be impossible, resulting in further erosion of precious ecosystem and loss of the rural nature of our town.

- \* It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and cause irreparable harm to the setting of the South Downs National Park.
- \* There are other sites available which would deliver an equivalent or higher number of units without any of the above constraints.

<b>379</b>	<b>Mr E Casson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/379/1	<b>Type:</b>	Object			

I am objecting to site allocation SA12 and SA3 (pages 34-37) the fields south of Folders Lane, Burgess Hill because -;

1. As far as I aware no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007,2012,2013).
2. The junction of Folders Lane and Ockley can already be grid locked at peak times and the additional traffic generated by the proposed development will only make it worse.
3. The site is home to many protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos, barn owls which need to be preserved.
4. I would cause further serious erosion to the already fragile strategic gap between Burgess Hill and the villages to the South.
6. I believe there are more suitable sites in the area which provide an equivalent or higher number of units and do not have any of the above constraints.
7. Please save our green spaces which are gradually being eroded.

<b>428</b>	<b>Ms L Castleton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/428/1	<b>Type:</b>	Object			

I write to object to the proposed development to land south of Folders Lane, Burgess Hill as referred to in SA12 & SA13 pages 34-37.

I object because this strategic gap of green fields with associated hedging and trees between Burgess Hill and Ditchling/Hassocks would be further reduced by building here. Do not allow it to be whittled away. Surely the strategic gap should remain as wide and green as it is now, ensuring the individual communities retain their identities and do not merge into a single conurbation.

I also object because of the loss of habitat for all the wildlife species that live here. I understand many protected species reside in this area. Our countryside and is a precious resource and once built over can never be regained.

More development in this area will put our already crowded roads under further pressure. Ockley Lane/Keymer Road is a narrow road with a width restriction and dangerous double bend at its south end in Hassocks. Folders Lane already has more traffic than ever coming onto it from all the other development on the east side of town and development of the brick works. The B2112 goes through Ditchling which is a busy and narrow village to negotiate and constantly snarled up with traffic. Has there been a traffic survey to accompany this application?

Please do not approve of planning for this land

<b>243</b>	<b>Ms S Chambers</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/243/1	<b>Type:</b>	Object			

1.The road between Burgess Hill and Keymer (the Keymer Road) is already dangerous and the much greater traffic flows will in my opinion create a death trap.

2. There are other more suitable sites which could provide further housing which will not impinge on the South Downs National Park or erode the countrified beauty between burgeoning Burgess Hill and the villages to the south.

<b>242</b>	<b>Mr E Chambers</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/242/1	<b>Type:</b>	Object			

1. The road between Burgess Hill and Keymer (the Keymer Road) is already dangerous and the much greater traffic flows will in my opinion create a death trap. Please see MSDC overviews (SHELAAAs 2007,2012 & 2013)

2. There are other more suitable sites which could provide further housing which do not impinge on the South DownsNational Park or erode the countrified beauty between burgeoning Burgess Hill and the villages to the south.

<b>257</b>	<b>Ms C Chantler</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/257/1	<b>Type:</b>	Object			

I am seriously concerned by the proposal to make Oakhall Park/Greenland's a one way system. We have already become a car park for commuters who have total disregard for emergency vehicles or residents and making this a one way system would just mean that people would increase their speed making it more hazardous with the amount of driveways. I do not see how proposing this would help the traffic in fact is more likely to cause congestion/accidents as currently traffic is split between 2 junctions

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013)

There is no regard given to preserving our greens spaces and protecting wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls( as is currently obvious at the northern arc of Burgess Hill where trees have just been totally destroyed)

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>114</b>	<b>Mr M Charman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/114/1	<b>Type:</b>	Object			

Completely object to the allocation being correct or fair on BH. 350 more houses South of Folders Lane is totally ignoring the burden already placed on the infrastructure of our town.

There are two large developments already in play at Kings Way and Cants Lane - plus thousands of houses at the Northern Arc to build.

There is no way our town can handle all these houses already - adding 350 to Folders Lane is beyond reason and is unfair on the residents already in the area. Enough is enough other towns should share the allocation.

<b>407</b>	<b>Mr J Charman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/407/1	<b>Type:</b>	Object			

Keymer Road and Folders Lane are already gridlocked during peak hours and any further development should be postponed until the relief road to the Tesco roundabout is built.

<b>412</b>	<b>Ms S Charman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/412/1	<b>Type:</b>	Object
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Keymer Road and Folders Lane are always gridlocked at peak times and planning permission should be postponed until such time as a link road can be built to relieve pressure of traffic that will build up and cause absolute mayhem getting though the town. The thought of Oak Hall Park /Greenland's being turned into a one way system with all the commuter cars that are parked randomly from station commuters where we can't even get out of our drive safely at times and emergency vehicles unable to get through due to the inconsiderate parking at times. I despair that the council will just ignore residents' objections without thought of the impact on the town and the infrastructure. Schools, GPs, Dentists seriously stretched to their limits.

I am not against development, our children need somewhere to live and our grandchildren too but to plonk a huge development in an area with no thought of the impact to the town is just bonkers!!!!

<b>399</b>	<b>Mrs J Charman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/399/1	<b>Type:</b>	Object
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Disruptive to too many wildlife. No traffic study has been undertaken. Our road infrastructure going through the town centre cannot cope with more cars that these houses would bring

<b>440</b>	<b>Mr R Cherry</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/440/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13

I believe that the green fields encompassed by sites SA12 and SA13, south of Folders Lane Burgess Hill should not be developed for the following reasons:-

- The decision is inconsistent with MSDC's previous overviews of the area concerned (SHELAA's 2007, 2012 and 20130
- No relevant independent traffic study has been carried out to support any change in MSDC policy. This is despite MSDC recently granting permission for extensive housing developments off Ockley Lane in Hassocks. It is unlikely that any suggested, simple, remedial traffic measures, such as traffic lights at Hoadleys Corner (already a congestion hotspot) will alleviate the gross traffic congestion problems the proposed developments will cause.
- With several schools and children's nurseries close to Hoadley's Corner, a comprehensive air quality impact assessment needs to be given urgent consideration before any decision is finalised.
- A professional impact assessment on wildlife is also essential. The proposed sites are the habitat for many protected species and provide an important base for their food chain. Bats, adders, slow worms, great crested newts, cuckoos and barn owls are but a few of the creatures that would be adversely affected.
- Development of these sites would seriously erode the rapidly disappearing and fragile strategic gap between Burgess Hill and the neighbouring villages to the south of the town. Longer term there is a real risk of the whole area becoming a major conurbation which is only separated from the City of Brighton and Hove by a meagre strip of the South Downs National Park
- As such it would cause irreparable harm to the SDNP
- From MSDC's own evidence, there are other more suitable sites which are available. These can deliver the housing required without breaking any of the constraints outlined above.

662	Ms T Chisholm	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/662/1	Type:	Object
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I object to site allocations SA12 and SA13 (Pages 34 to 37), the fields south of Folders Lane, Burgess Hill because:

- Transport - I am a resident of Common Lane (between Ditchling and Burgess Hill). We already experience an excessive amount of traffic going through the small streets of Ditchling. Speeding traffic through Common Lane causes both potential and real accidents. This new development will require traffic calming on Folders Lane and Keymer Road and divert a huge increase off traffic through Ditchling.
- I understand that the much vaunted Traffic Study by MSDC was produced without actually measuring any traffic - it was all done by computer modelling. No relevant traffic study has been carried out to support this development.
- Wildlife - the South Downs National Park provides a unique area of natural beauty to the overcrowded south of England. These areas of natural beauty are gradually being eroded with the subsequent loss of wildlife habitat. The proposed site is full of many wildlife species for which adequate protection would be impossible. Wildlife in this area includes bats, adders, slow worms, cuckoos and barn owls. These species are precious and their survival is vital for the quality of life of future generations. Once they're gone they're gone.
- The proposed development seems to directly contradict it the values and vision of the South Downs National Park.
- CPRE Sussex (Council for the Protection of Rural England) has highlighted concern about the impact of this damaging development on the wildlife in these fields.
- I believe irreparable damage will be caused to the South Downs National Park.
- Over crowding of Burgess Hill - MSDC's selection of Burgess Hill to take hundreds more houses on top of the thousands already allocated to the town is deeply flawed. The infrastructure and roads are already groaning under the weight of massive development in the town. The decision needs to be postponed and more research put into more suitable sites

<b>853</b>	<b>Ms T Chisholm</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/853/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

I am a resident of Ditchling and the Folders Lane site impacts on Ditchling in many ways, including an increase in traffic. Ditchling is already struggling with huge traffic problems, especially the north/south route. The enjoyment of the fields is important for all, the physical and mental health benefits of outdoor exercise are now well known, and perhaps most importantly of all the environment of these historic natural sites with the wildlife and flora they support can never be recreated. We must protect the environment and given there is another more suitable site which ticks many boxes the proposed SA12 and SA13 do not, MSDC should reconsider and take the sensible option, i.e. Site ID 503. Please consider the following factors:

The Site ID 503 is available and the owners of the land would like to make it available for housing.  
The developer promoting the site is read to start  
The current users of the site, the Golf Club, want to move  
The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan  
The developers are planning on site infrastructure, include a school and doctor's surgery in their proposals for site ID 503. These are not included in the proposals for sites SA12 and SA13, despite these being desperately needed.

Thank you for considering this email.

<b>61</b>	<b>Mr K Clark</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/61/1	<b>Type:</b>	Object			

I am objecting to the site allocations SA12 & SA3 pages 34-37, the field south of Folders Lane, Burgess Hill becausethe site is full of protected wildlife species i.e bats, slow worms, great crested newts cuckoos, barn owls etc.

Also the traffic is already congested from Folders Lane to the town, in rush hour traffic can be queueing from Ditchling common to BH station, the infrastructure isn't in place to take any more vehicular traffic.

The current utilities for water isn't in place BH suffers many water leaks, an increase on water will cause more strain on the existing heavily used service, let alone each year of possible water shortage announcements, until the water resource is sorted no way should you consider building more homes, it's bad enough with the proposed building in the northern arc.

Councillors should think again, no infrastructure, no shops ( all closing down) New River shopping has become a joke

<b>192</b>	<b>Ms J Clark</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/192/1	<b>Type:</b>	Object
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I am objecting to site allocation SA12 and SA3 ( pages 34 -37) the fields south of Folders Lane, Burgess Hill because firstly it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south, this making one mega town, when the inhabitants of these villages bought their property to live a village location with a village community. Secondly no thought has been given to the terrible traffic implications this project would bring, it is a very narrow country lane, with no possibility of widening the road. The noise and traffic this development would bring would impact on every orson living in Hassocks, even the wild life, much of which is protected. Thirdly, the doctors, schools, and dentist are over subscribed without bringing in over a thousand new inhabitants at a conservative estimate. Fourthly, their are many, many more suitable sites if the developers want to build without desimating this fragile few acres. Lastly I notice not on any plans that have been produced are there any provisions for housing of the elderly, many of whom have lived here all of their lives. Also defiantly no SOCIAL HOUSING for the elderly, what are those of us who have no savings or property supposed to do, dig ourselves a hole in a convenient grave yard to be out of the “developers” way, so they can provide big expensive houses for the middle/ upper classes.

<b>522</b>	<b>Mr M Clark</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/522/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34–37), the fields south of Folders Lane, Burgess Hill.

While developing the fields may be thought of as extending the current built-up area of Burgess Hill, the sites lie close to or on the MSDC boundary. They form part of a fragile strategic gap between Burgess Hill and the villages to the south. Diminishment of the gap would cause irreparable harm to the setting of the South Downs National Park.

The current Ditchling, Streat and Westmeston Neighbourhood Development Plan (NDP), gives strong support from the local community to protect the “strategic rural gap” based on a robust household survey.

“More particularly, the survey expressed a clear desire to preserve the integrity and open character of the narrow area of land which presently separates Ditchling from the nearby towns of Keymer/Hassocks to the west, and Burgess Hill to the north.”

The “strategic rural gap” referred to in the NDP is contiguous with the fields south of Folders Lane (albeit they are over the border) - see para 3.7.3(3b) and Figure 3.7/3. There are other more suitable sites which are available and deliverable which provides an equivalent or higher number of houses that do not have the above constraints.

MSDC acknowledge traffic issues. These affect site access roads, entry to Burgess Hill and the roads to the villages to the south. No relevant traffic study has been carried out to support this development despite it being a requirement imposed by MSDC in the three previous overviews of the area where development was consistently rejected.

The sites are habitats for a high level of protected wildlife. It is difficult to see how net environmental loss could be avoided



**1116** **Mrs Jane Climie** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHAREs 2007' 2012 & 2013.

- The site is full of many protected wildlife species for which adequate protection would be impossible including bats,adders,slow worms,great crested newts,cuckoos,barn owls.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- It would cause irreparable harm to the setting of the South Downs National Park.
- There are other more suitable sites which are available and deliverable which provide an equivalent of higher number of units and do not have any of the above constraints.

**239** **Ms G Coburn** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting against the build of 343 houses as this will effect the already high levels of traffic. We live in Ditchling and struggle to get out of East End Lane, and it takes a long time to get around the surrounding areas. Building these houses will only worsen the traffic situation, with increasing cars (1-3 per household) and diverting traffic though these areas. This will also have a seriously negative effect, destroying our beautiful countryside.

**561** **Mr B Cohen** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object to the proposal on the following grounds :-

- The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.
- The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

**1180** **Mrs V Colbrt** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

As a local resident who will be directly affected by the proposed development, I am objecting to site allocations SA12 and SA13 (pages 34 - 37) - the fields south of Folders Lane, Burgess Hill - for the following reasons:

- 1 - lack of relevant traffic study
- 2 - destruction of habitats
- 3 - more suitable sites
- 4 - harm to South Downs National Park

**99** **Mrs K Cole** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

1. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
2. School places and Doctors appointments in this area are already difficult to come by. This large increase in family homes in the area, could not be supported by the existing infrastructure.
3. There are already daily traffic jams along Folders Lane, Keymer Road and down through town. This development would add to that through traffic, as there is only one route down into town past the station, to the area where the shops are in Burgess Hill. Not only does this cause more air pollution, but also deterioration of the road surfaces.
4. For those of us who live in and walk or cycle this route, it is noticeable that the traffic/pollution and parking difficulties have increased considerably over the last few years and adding homes to this particular area of Burgess Hill will only exacerbate the problem

1148	Mrs S Collard-Watson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1148/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing and the developer promoting the site is ready to start. The developers are also planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

The fields south of Folders Lane are full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. Building on this site would also cause irreparable harm to the setting of the South Downs National Park.

Any development south of Folders Lane would also seriously erode the already fragile strategic gap between Burgess Hill and Ditchling, and cause even further pressure on the local village community with increased traffic and associated air and noise pollution which is completely unacceptable and unnecessary

461	Mrs L Collins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/461/1	Type:	Object
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There has not been a relevant traffic study has been carried out to support this development.

The site is full of wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of houses in mid Sussex

393	Mr J Collins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/393/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there has not been an up to date traffic study carried out to support this development despite this being a requirement imposed by MSDC. In their previous assessments of the area they were all rejected for development.

The site is full of many protected wildlife species for which adequate protection is needed. Also it would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>206</b>	<b>Ms S Collins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/206/1	<b>Type:</b>	Object			

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>213</b>	<b>Ms S Collins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/213/1	<b>Type:</b>	Object			

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>387</b>	<b>Mrs S Collins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/387/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

460	Mrs P Collins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/460/1	Type:	Object
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The proposed sites are full of protected wildlife species. for example: bars, adders, slow worms, great crested newts, cuckoos, barn owls  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites within the area that do not have such wildlife in them.

1262	Mr R Collins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1262/1	Type:	Object
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The traffic in this area has not been modelled, and with the impact is yet unknown of other new housing sites that feed traffic at peak hours into Folders Lane and Keymer Road.

During the 8am - 9am peak traffic flow, the car journey time from the eastern end of Folders Lane to the centre of Burgess Hill is already circa 10 minutes (see attachment). Studies combining recent traffic surveys on Folders Lane (from other planning applications available on the Midsussex council planning portal) and the 2011 Census data for workplace destinations (file: wu03ew) show that four vehicles from of every 10 houses in the Franklands ward travel towards the centre of Burgess Hill between the hours of 8am and 9am during school term days. An additional 343 properties would therefore add circa 150 vehicles to the congestion heading north into central Burgess Hill during the peak hour. The congestion, moving at 5kph, with an average queuing space per vehicle of 10m, means that approx 350m of vehicle length will require accommodating within the congestion, adding around 5 minutes to the existing 10 minute delay. 15 minutes to travel 1km to the centre of Burgess Hill is simply unacceptable.

The traffic impact should therefore by thoroughly modelled before the site can be allocated.

The pollution caused by the significant increase in volume of vehicles and the effect on resident health also should be quantified before this site is allocated.

Other issues with this site are the affect on local wildlife, the strategic gap, and the intrusion right to the edge of the south down national park.

878	Mrs J Collinson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/878/1	Type:	Object
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No consideration has been made around current traffic levels and insufficient infrastructure of the Folder Lane, Keymer Road area. As a resident of the kings way estate my journey time to work has trebled in the past few years since the already large housing developments this side of town. The proposed site is habitats for many wildlife species some of which are protected so how can the authorities allow such a development on these areas. Many fields and back garden developments have already been built resulting in loss of habitat, we don't need to add to this destruction further forever damaging the environment that we co-inhabit. Please remove this plot for 343 houses from your future housing plans

<b>380</b>	<b>Mr S Condie</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/380/1	<b>Type:</b>	Object			

No relevant traffic study has been carried out despite this being an MSDC requirement in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

Prima facie evidence would suggest that already high levels of congestion along Keymer Road and Folders Lane would be made much worse by this development - with no prospect of mitigation.

The site has many protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos, barn owls where adequate protection would be wholly inadequate

It would destroy the so-called strategic gap to the south of Burgess Hill

It would cause irreparable harm to the setting of the South Downs National Park

There are other available sites which provide at least an equivalent number of housing units and do not exhibit the problems noted above

<b>64</b>	<b>Mr P Connaughton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/64/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development in 2007, 2013 and 2016.
- The site is full of many protected wildlife species for which adequate protection would be impossible.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- It would cause irreparable harm to the setting of the South Downs National Park.
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

I strongly oppose the SA12 and SA3 site allocations and urge you to remove them from the MSDC consultation.

<b>324</b>	<b>Mr P Cook</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/324/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 AND SA13 [ Pages34-37] the fields south of Folders Lane Burgess Hill because:

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- 1.Traffic chaos on Ockley LANE, Folders LANE and Keymer Road caused by 500 units on Ockley LANE Hassocks possible housing on Batchelors Farmhouse site,Infilling on Folders LANE and 7 units on Greenacres.Is the consideration of a one way down Greenlands Drive and Oat Hall family resedential roads a joke?
- 2.Damage to Wildlife and fauna.
- 3.Further closing of strategic gap between Burgess Hill and villagess to the South.
- 4.Harm to setting and views from National Park.
- 5.Many other possible sites on lower quality countryside available especially Northern Arc area.

58	Ms B Coomber	Organisation:		Behalf Of:		Resident
Reference:	Reg18/58/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 ( pages 34-37) the fields south of Folders Lane Burgess Hill because, The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos , barn owls.</p> <p>It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.</p> <p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous overviews of the area. Where they consistently rejected the idea of development ( SHELAAs 2007,2012,and 2013).</p>						

378	Mr A Cooper	Organisation:		Behalf Of:		Resident
Reference:	Reg18/378/1	Type:	Object			
<p>The effect of the extra traffic that will be created by this development needs to be investigated. In my opinion the road system is already inadequate for the amount of daily traffic. The three previous proposed developments, SHELAAs 2007, 2012 and 2013 were rejected and I see no improvement to the situation since those proposals were made and rejected.</p> <p>This development will also seriously reduce the already dwindling strategic gap between Burgess Hill and the villages to our south. We will soon be one massive housing estate if this sort of development continues.</p> <p>There are far better sites around the town which would have a far less devastating effect on the environment and our dwindling wildlife habitats.</p>						

528	Mr T Cooper	Organisation:		Behalf Of:		Resident
Reference:	Reg18/528/1	Type:	Object			
<p>I say "Dear All" but you people are destroying our world, you "MSDC" have the audacity to promote further housing development South of Folders Lane with no concideration to our "SPACE" the Space I refer to is precious to most of the people of Burgess Hill yet you "MSDC" still wish to destroy it?.</p> <p>My wife and I came to Burgess Hill in April 1972, but now we are experiencing the worst traffic chaos and as for parking we now have a serious issue.</p> <p>And MSDC want to build even more homes in Burgess Hill, Hassocks and Haywards Heath are you all totally insaine?</p> <p>We don't have sufficient roads and we all now suffer severe congestion, and the parking is now beyond pathetic.</p> <p>I have paid my taxes since 1972 and I must say that now I am ashamed of MSDC, you are the pits and I find you all lacking community sprit to put it mildly.</p> <p>Plus you have no reality moving forward and that is sad, if MSDC can not see the future then we are dead.</p>						

1158	Mr C Cooper	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1158/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site is known as ID 503:-

- There are other sites which provide the same number of units, which are available and more suitable, which don't have any of the following constraints.
- Site ID 503 is one of these sites. This site is more suitable to develop than SA12 and SA13, as it's available and the owners would like it to be used for housing and the developer is ready to start building.
- In their proposals for site ID 503, the developers are planning on site infrastructure including a doctor's surgery and a school which has not been included in the proposals for sites SA12 and SA13, even though they will be very much needed.
- MSDC will also be able to build more houses at site ID 503, which will mean that this will reduce the pressure for more greenfield sites needing to be developed during the life of the District Plan.
- If houses were built on SA12 and SA13, the gap between Burgess Hill and the villages to the south would be considerably decreased, so becoming much more urbanised. This would also irreparably change the character of this area permanently.
- It would also totally change the setting of the South Downs National Park.
- There are many protected wildlife species on this site. If this development was permitted, it would be impossible to provide adequate protection for the many cuckoos, barn owls, great crested newts, bats and adders.
- The developer has not carried out a relevant traffic study, which needs to be carried out to support this development, despite this being a requirement imposed by MSDC in there three previous overviews of the area where they have repeatedly rejected the idea of development (SHELAAs 2007, 2012 and 2013).
- The infrastructure for Burgess Hill is inadequate for the number of houses they want to build to the South of Folders Lane, as all the traffic has to come through Burgess Hill and across the railway along Keymer Road. It should be compulsory for developers to pay and to build a bypass around Burgess Hill, as a condition of any planning applications.



1156	Mrs L Cooper	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1156/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site is known as ID 503:-

- There are other sites which provide the same number of units, which are available and more suitable, which don't have any of the following constraints.
- Site ID 503 is one of these sites. This site is more suitable to develop than SA12 and SA13, as it's available and the owners would like it to be used for housing and the developer is ready to start building.
- In their proposals for site ID 503, the developers are planning on site infrastructure including a doctor's surgery and a school which has not been included in the proposals for sites SA12 and SA13, even though they will be very much needed.
- MSDC will also be able to build more houses site ID 503, which will mean that this will reduce the pressure for more greenfield sites needing to be developed during the life of the District Plan.
- If houses were built on SA12 and SA13, the gap between Burgess Hill and the villages to the south would be considerably decreased, so becoming much more urbanised. This would also irreparably change the character of this area permanently.
- It would also totally change the setting of the South Downs National Park.
- There are many protected wildlife species on this site. If this development was permitted, it would be impossible to provide adequate protection for the many cuckoos, barn owls, great crested newts, bats and adders.
- The developer has not carried out a relevant traffic study, which needs to be carried out to support this development, despite this being a requirement imposed by MSDC in there three previous overviews of the area where they have repeatedly rejected the idea of development (SHELAA's 2007, 2012 and 2013).
- The infrastructure for Burgess Hill is inadequate for the number of houses they want to build to the South of Folders Lane, as all the traffic has to come through Burgess Hill and across the railway along Keymer Road. It should be compulsory for developers to pay and to build a bypass around Burgess Hill, as a condition of any planning applications.

232	Mr J Coppen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/232/1	Type:	Object
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I am objecting as the effects of building 343 houses in this area has not been thought through properly. Where is all the traffic meant to go? These areas can barely cope with the current traffic situation - why add to this already increasing problem by building all these new houses?

35	Mr J Coppen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/35/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane because a relevant traffic study has not been conducted concerning this development even though this is supposed to be a requirement of MDSC. Ditchling is already at a standstill due to traffic and residents, many of them elderly, are often unable to access their homes readily.

There are other more suitable sites which would not cause this trouble and distress to the surrounding area and its residents.

1247	Mr E Corbett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1247/1	Type:	Object
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I'm objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because:

Coalescence : It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. There will be no green fields between Burgess Hill and Keymer, Hassocks. How can MDSC thereby say they are protecting the separate identity of these smaller villages? This I believe is stated clearly in the District Plan at DP13. Where development "must not result in the coalescence of settlements."

Traffic: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). Traffic on folders Lane at peak times is already terrible affecting Folders Lane, Keymer Rd and Ockley Lane, on a good day. On a bad day it also affects neighbouring villages, Ditchling and Hassocks. There seems no realistic mitigation to tackle this... what about the Atkins Study which in 2005 deemed the area unsuitable for development without a new relief road across Bachelors Farm. Why is this being ignored?

Environmental reasons: The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. We are living at a time of mass extinction of many species so providing a safe space for a great number of them is surely more important than building yet another high end housing estate.

Infrastructure: The schools and doctors surgery in the area are close to capacity. The trains, as well as the railway station car park, are also full at peak times, so attracting more people who are likely to want to commute too would demand that Southern Rail, increase the capacity of the station parking and available trains. Is this viable?

More Suitable Sites: There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraint. This should be adequate to render these sites unsuitable alone.

Proximity to the South Downs National Park: It would cause irreparable harm to the setting of the South Downs National Park, and in particular the dark skies reserve, put creating more light pollution.

Local services

The SHEELA selection process assesses each site against the time taken to walk to existing key services namely nearest GP surgery and nearest school. In both cases these sites allow access in 15-20 minutes, but this does not take into account the lack of capacity at these locations. The Haywards Heath site for exaxmple, addresses this by including provision of new a surgery and school in the development.

How do the proposals for site allocations SA12 and SA13 address the need for additional GP and school place capacity?

Traffic Impact

The SHEELA assesment asks whether safe access to local networks is avaiable and what the wider traffic impact is. For both site allocations, SHEELA recognises that access does not currently exist. Futhermore the underlying traffic assessment reports delivered by Systra show that inclusion of these sites without mitigation (Scenario 8) will impact traffic at 2 junctions in Burgess Hill (Station Road/Junction Road and Junction Road / Valebridge Road). The Systra assessment process doe not take into account the junction of Folders Lane and Keymer Road or Folder Lanes and B112 as these were not previously included in previous MSTs process.

Given that these junction take traffic directly from the proposed sites how can their exclusion from the traffic assessment be justified?

The results of the Systra assessment show that the StationRoad/Junction Road/Keymer Road junction (S6) is already over capacity with Ratio to Flow Capacity (RFC over 100%). Additonally at peak times delay is shown to be over a minute and closer to 2 minutes. This can be seen in real terms during peak times for example with traffic tailing back south down Keymer Road past. Simialr queues are seen along Folder Lane (and this is without the additonal traffic that will come from the Clayton Mills development). Without mitigation junction S6 would be rated as a severe impact, however in the Systra report this is said to be mitigated by “rerouting” of some traffic resulting from mitigations in other areas. There is also a suggestion that be the provision of multiple traffic signals and bus links along Folder Lane with somehow reduce traffice volumes. The issue here is not necessarily the flow - I suspect this can be proven to be maintained, but more the volume of traffic that these already oversubscribed junctions will incur. The mitigation scenarios so not demonstrate a signifcant reduction in traffic through these junctions.

Can confirmation be provided that the assesement will include a visit by decisions makers to junction S6 and the Keymer Road junctions during peak times to see the real issue at hand?

These site allocations also assume that safe access to the sites can be provided onto Ockley Lane.

What detailed assesments of these options have been carried out to date and what are the results?

A previous assesement of these sites (the extensive Atkins report) concluded that they would only be viable with the additon of a relief road running from Folders Lane to London Road.

Will these finding be taken into account at this stage? If these are to be discounted can a detailed, transparent explanation be given?

The volume of current traffic and expected increase in demand also raises the issue of an increase in small particulate pollution. This development will see additional traffic passing Burgess Hill school for girls and Bircwood Grove schools.

Does MSDC have a baseline measurement for small particulate pollution and what measures are in place to prevent an increase in the life threatening pollution resulting from these site allocations?

Coalesence

These proposals rely on building south of the built up boundary of Burgess Hill, encroaching into Hassocks Keymer gap thus contributing to coalescence with Burgess Hill..

How do these sites conform the district plan target and PFPP goal to prevent coalesence?

In summary better less impactful sites are avaialbe and more readily suited to a forward thinking and sustainable provision of MSDC distrcit plan commitments.

1252	Mrs R Corbett	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1252/1	Type:	Object			

All comments relate to site allocations SA12 and SA13

Preferential use of Haywards Heath Golf Course ; this site allocation has more suitable characteristics and as I understand it is more immediately available. This site provides a significant capacity uplift over other proposed site allocations.

Site allocations SA 12 and SA 13 have previously been rejected 3 times (2007, 2013 and 2016) due to issue with traffic impact. No specific study has been executed to address the concerns raised previously despite this being a requirement imposed by MSDC in their three previous. The Atkins Report of 2005 alone claimed these fields would only be suitable for development if a relief road would be built to London Road. Why are the results of this being overlooked in favour of a more generalised Systra Traffic model?

Many protected wildlife species (bats, adders, slow worms, great crested newts, cuckoos and barn owl) are found on these site allocations. How can these be discounted in favour of housing. How will this level of diversity be protected.

By using these site allocations the ancient green fields between Burgess Hill and Keymer will be lost. This would mean the smaller village of Keymer impacted by Burgess Hill's urban sprawl, contravening policy DP13 in the District Plan. How does building here meet the national planning framework guideline to prevent coalesence.

What protection of the SDNP dark skies will be available

1196	Miss C Corbett	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1196/1	Type:	Object			

I am objecting to SA12 and SA13, South of folders Lane. There are so many reasons why these are NOT suitable.

Coalescence – The District Plan seeks to prevent coalescence and will only permit development where, as policy DP13 clearly states: “it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.” If these two sites were to be developed, there would undoubtedly be an urbanising effect. The strategic gap (MDSC’s green belt- see note 1) would be more than halved and our smaller village of Keymer, would surely become part of Burgess Hill’s urban sprawl. We live in Keymer. Our Lane, Wellhouse Lane, is literally on the border between Keymer and Burgess Hill. It is only these fields (SA13) that prevent Burgess Hill sprawling into neighbouring Keymer. The strategic gap is lost and Keymer loses its identity. Even the NPPF says that Green belt/Strategic gap land such as this should be permanently protected ‘unless there are exceptional circumstances”. While MSDC may feel under pressure by unrealistic housing targets from the government, demand for housing is not in itself an ‘exceptional circumstance’, that should pave the wave for this ancient greenfield site to be developed. How can MSDC ignore their own district plan and prevent coalescence by allocating this site?

Environmental Questions: How can sites SA12/13 been deemed suitable for housing developments when there is overwhelming ecological evidence suggesting that site SA13 is of great ecological importance (as stated in the report by the Sussex Biodiversity records centre)? The following: bats (chiroptera, Myotis, Noctule to name a few), Great crested newts, Hazel Dormice, Peregrine Falcons, Kingfishers, have been detailed and verified by the Sussex Biodiversity Centre in their Report No. SxBRC/19/633).

By building at this site this would contravene item DP15 of the District Plan, strategic Objective 3) To protect valued landscapes for their visual, historical and biodiversity qualities; It would also contravene Item DP18 of the District Plan: Setting of the South Downs National Park - The areas of land surrounding the South Downs National Park make a contribution to the setting of the South Downs National Park. The South Downs Integrated Landscape Character Assessment (2011) provides information on the landscape character of the National Park. The Assessment examines the factors that may result in change to the National Park and the adjacent areas. The Assessment identified issues outside the National Park boundaries that can impact on the character of the National Park such as light pollution and increased development and the associated landscape change.

More houses on this area visible and bordering the South Downs National Park would undoubtedly have a negative impact on the light pollution in this area. While it is supposed to be designated a ‘dark skies reserve’.

It also contravenes National Planning Policy Framework (NPPF) Feb 2019 No15.Conserving and enhancing the natural environment - Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

Traffic Issues: Why are sites 12/13 still being considered when no viable traffic study has been carried out? According to MSDC the site was selected mainly because it scored highly in the Systra traffic model study that was recently conducted. The study did not flag the Folders Lane roundabout as being severely enough impacted to warrant any sort of mitigation. As with any modelling system, the system itself is only as strong as the data/assumptions it is based on. Such studies have limitations and should never be used as the determining factor when more accurate data such as traffic counts, or specific impact studies are available. It is widely accepted that while modelling systems such as Systra can add considerable insight to the policymaking process, model output should be regarded only as approximations.

Back in 2005 The Atkins Study was commissioned by MSDC, costing many thousands of pounds in tax payers money. It assessed the long term housing development possibilities for Mid Sussex. This included a comprehensive Burgess Hill Feasibility Study. This Burgess Hill study included a Transport Analysis. The conclusions of which found that Development to the south of Folders Lane was a viable option, but ONLY if a new relief road across Batchelors Farm (referred to as the “eastern spine road”), was constructed. This would provide an additional crossing point for the railway and relieve congestions in the town. It was thought then, 15 years ago, traffic in Burgess Hill was so bad that adding hundreds more dwellings south of Folders Lane, would only be feasible with a new spine road. No such road has been planned, and over 1000 houses have already been constructed without it. As a result, the south east of the town is gridlocked. No mitigation has been put in place to combat the current excess traffic and nothing has changed since Atkins, other than the volume of houses in the area, so surely this report and its findings are still valid. It should give us a more reliable picture than that of generalised a traffic model. Why are MSDC placing such over-reliance on a traffic modelling system to determine the right sites for such housing without considering other reports, findings and evidence?

Have MSDC also studied the high incidence of Traffic Collisions along Folders Lane, Keymer Road, Ockley Lane, Lodge Lane and in Ditchling too? Looking at the Collision data for this area, there has

been one fatality in Ditchling and a number of serious collisions as well as many minor collisions on these roads. A higher volume of traffic using these roads, in particular, Keymer Rd/ Ockley Lane will make access point and sight lines, exiting out of roads such as Wellhouse Lane, even more perilous than they are now. I spoke to a policeman present at a collision along Ockley Lane. He said it was ‘madness’ “adding more traffic to this road, as it is already dangerous and there will be more accidents and possible loss of life here.” What does West Sussex County Highways think to the plans to build on sites SA12/13? It will be their job to deal with the gridlocked roads when houses are built here.

Again this will contravene NPPF 15.Conserving and enhancing the natural environment  
181.Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

What mitigation is in place for the increased air pollution that will be generated along Folders Lane, Keymer Road, Ockley Lane and in Ditchling too, if another 350 houses are placed here and the associated increase in traffic? There will be increased concentrations of PM2.5 and Nitrogen dioxide. In the UK alone according to the Committee on the Medical Effects of Air Pollutants, 40,000 deaths can be attributed to air pollution. Elderly people and children are most vulnerable to the effects of air pollution. By destroying green areas around Folder’s lane with its increased levels of traffic, you are exposing the community to increased amounts air pollution caused by diesel engines. You need to be protecting these green fields as they will in turn protect the community from the dangerous levels of PM2.5 and nitrogen dioxide. They are many vulnerable groups of people living around the Folder’s Lane roundabout, that will be effected by an increased volume of traffic, elderly people in care homes, school children etc all of whom will be exposed to a greater number of PM2.5 which WILL have a detrimental effect on their health.

While MSDC say that according to their readings Folder’s Lane is within European guidelines for air pollution. The equipment they use and the means of measuring, which measures the pollution 24 hours a day giving a monthly average, does not represent the extent of air pollution at busy times of day, when air pollution is at its strongest. We know that just being exposed to air pollution for even a short period causes lasting damage to our health. To increase the traffic in this area would inevitably and needlessly expose residents and the local community to high levels of air pollution.

As I understand it, there are more suitable sites eg Haywards Heath Golf Course which are available, deliverable and provide an equivalent or higher number of unit and do not have the above constraints. So, if it is a case of having to deliver a certain number of houses, why is this site not being considered? There are far fewer reasons for this site not to be considered?

236	Ms S Cordell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/236/1	Type:	Object			

Traffic is already very busy and on occasions at a gridlock from Wivelsfield to Burgess Hill. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

237	Ms A Cordell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/237/1	Type:	Object			

Traffic is already very busy and on occasions at a gridlock from Wivelsfield to Burgess Hill. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>234</b>	<b>Ms V Cordell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/234/1	<b>Type:</b>	Object			
<p>Traffic is already very busy and on occasions at a gridlock from Wivelsfield to Burgess Hill. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>235</b>	<b>Mr S Cordell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/235/1	<b>Type:</b>	Object			
<p>Traffic is already very busy and on occasions at a gridlock from Wivelsfield to Burgess Hill. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>553</b>	<b>Mr S Cordery</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/553/1	<b>Type:</b>	Object			
<p>Field SA12 &amp; SA13 should not be allocated for housing;</p> <ol style="list-style-type: none"> <li>1. As a relevant traffic study has not been undertaken.</li> <li>2. The roads can not handle the existing traffic and other current housing has not yet been completed.</li> <li>3. It would further erode the strategic gap between the southern towns.</li> <li>4. The South Downs National Park would be negatively effected.</li> <li>5. The are more appropriate sites ie. The Northern Arc in Burgess Hill were further housing could be added.</li> </ol>						

**1256** **Mr M Cornish** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Much concern to residents given the amount of traffic congestion which will result from developing this area to the degree proposed.

The mini roundabout at the junction of Keymer Road and Junction road is already overly congested and previous developments of the area south of Folders Lane have identified roundabouts at Folders lane and Keymer road as at or near capacity. The plan has not considered this impact of the proposals. The only mention of East Burgess Hill was the suggestion to convert Hoadley's Corner roundabout to a set of traffic lights, which would result in a reduced traffic flow and increased pollution which is unacceptable.

The sites contravene Mid Sussex District Plan policies DP7, DP12, DP13, DP18, DP20, DP21, DP26, DP37, DP38, and Neighbourhood Plan; objective 5, and policy H3.

There are a significant number of problems with this site which make it completely unsustainable bringing negative affects on the environment and wellbeing of residents.

**60** **Mr D Cornwell** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because we already have high congestion during all busy times and this development will make traffic conditions much worse and intolerable for current local residents.

In addition, the roads within this area and those leading through and out of Burgess Hill town are forever being repaired and I think that resources would be better spent improving current roads before any further development is planned for this part of the town.

Indeed, it would be prudent to develop the relief road from Keymer Road that has been discussed in the past before any further development is considered by town planners.

Can you please inform me if any further discussion has taken place to introduce a route around Burgess Hill from this area that avoids unnecessary driving through the town centre?

**194** **S Cotter** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to the site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because of the following reasons:

- No traffic study has been carried out to support this development despite this being a requirement imposed by ADC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013). There are multiple schools and pedestrian walkways in the area that would make any increase in traffic, not only pollutant to the environment, damaging to wildlife but also completely unsafe.
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls and many more.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south, with Burgess Hill having to cater for the increase in population, something it is not able to accommodate for with increase throughput of traffic in the centre of town which is already very congested area. Increased congestion would result in increase pollution and changing the whole dynamic of the area.
- Being so close to the South Downs National Park it would cause irreparable harm to the setting - currently peaceful farmland from Ditching common and surrounding areas

Finally there are other more suitable site which are available and deliverable which provide equivalent or higher number of units and do not have any of the above constraints.



1193	Mr B Coughlan	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1193/1	Type:	Object			
<p>Although I do not live in Burgess Hill, my grandchildrendo. Over the past ten years there has been a notable increase in traffic on Folders Lane and any addition to that by building south of the lane would be reckless to the point of dangerous. Also there is no provision for schooling or medical services. All the schools are full and medical facilities stretched. Please review the case for Haywards Heath which does address these matters and offer a far better alternative. I do visit the area regularly and this is my concern.</p>						

562	Mrs L Cowell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/562/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA3 (pages 34-37) , the fields south of Folders Lane , Burgess Hill because the site has many protected wildlife species and they could no longer be protected . We have lost so many greenfield sites recently surely there are more suitable sites. We are on the edge of the South Downs National Park but we are losing all the open spaces around us. The traffic is already heavily congested in Folders Lane and along the Kingsway , where there is another huge greenfield development. MSDC have made a traffic study a requirement for previous developments as far as I know this has not been done. Please refuse this development</p>						

167	Ms I Cozzi	Organisation:		Behalf Of:		Resident
Reference:	Reg18/167/1	Type:	Object			
<p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. It would cause irreparable harm to the setting of the South Downs National Park. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

178	Ms I Cozzi	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/178/1	Type:	Object
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The area is National Park. Meant to be a place of outstanding natural beauty. When you build 343 homes that will be cheap, tacky and aesthetically ugly (as most other new builds are because architects try to save money and dont live in the area so dont have to see them) you will destroy the natural landscape and National Park. Not to mention no infrastructure to support these new homes and residents. The roads through Ditching are busy and bad enough, let alone encouraging drivers to use Spatham Lane as a cut through. Spatham lane is a country road where countless people drive far too fast and have killed a number of horses. When we complained and asked to include speed restrictions we were told 'not until a human fatality'. With the number of residents planning to move in, there is now bound to be.

I completely object to this development when there are far suitable areas.

-No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

-The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

-It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

-It would cause irreparable harm to the setting of the South Downs National Park

-There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

629	Mr & Mrs J & D Cragg	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/629/1	Type:	Object
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We are objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane Burgess Hill. We are strongly opposed to this development which will irrevocably destroy the strategic green field and woodland gap between Burgess Hill and the historic parishes to the south. This landscape provides valuable habitat for many threatened species such as bats, barn owls, slow worms, great-crested newts, adders and cuckoos. Such undeveloped areas of the countryside are becoming more and more important to protect wildlife in the south-east particularly where there has been so much recent development. This housing development will cause irreparable harm to the setting of the South Downs National Park. We understand that there has been no traffic study in relation to the proposal and a development of this size, so far from a village or town centre with schools, shops, railway etc., will inevitably add to the heavy traffic flow on the surrounding roads. The village of Ditchling already experiences considerable periods of congestion which creates delays not least for ambulances. We therefore feel that this is a totally unsuitable site for this proposal.

609	Mrs L Craske	Organisation:		Behalf Of:		Resident
Reference:	Reg18/609/1	Type:	Object			

I am objecting to the proposed development on the fields south of Folders Lane, Burgess Hill. Sites SA12 and SA13 should not be used for housing because;

No relevant traffic study has been carried out despite, as I understand it, Mid Sussex District Council having requested it in during their 3 previous rejections of this scheme. 343 homes is likely to involve 600+ vehicles. The nearby village of Ditchling is already a ‘no go zone’ for much of the working day with pavements impassable to anyone wanting to remain safe. This is a classic Downland village within the national park where the buildings, which date back to medieval times, are under threat from the daily traffic gridlock and "illegal" use by HGVs.

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

Still on the subject of the national park. Part of the remit of planning within the SDNP is to protect the view from the South Downs. This proposed development would be a massive blot on the landscape representing a significant loss of green space and permanently impairing the view to the north from the iconic Ditchling Beacon. This would lead to Burgess Hill and the villages to the south becoming one sprawling mass with the fragile strategic gap severely compromised.

608	Mr D Craske	Organisation:		Behalf Of:		Resident
Reference:	Reg18/608/1	Type:	Object			

I am objecting to the proposed development on the fields south of Folders Lane, Burgess Hill. Sites SA12 and SA13 should not be used for housing because;

No relevant traffic study has been carried out despite, as I understand it, Mid Sussex District Council having requested it in during their 3 previous rejections of this scheme. 343 homes is likely to involve 600+ vehicles. The nearby village of Ditchling is already a ‘no go zone’ for much of the working day with pavements impassable to anyone wanting to remain safe. This is a classic Downland village within the national park where the buildings, which date back to medieval times, are under threat from the daily traffic gridlock and "illegal" use by HGVs.

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

Still on the subject of the national park. Part of the remit of planning within the SDNP is to protect the view from the South Downs. This proposed development would be a massive blot on the landscape representing a significant loss of green space and permanently impairing the view to the north from the iconic Ditchling Beacon. This would lead to Burgess Hill and the villages to the south becoming one sprawling mass with the fragile strategic gap severely compromised.

<b>240</b>	<b>Ms S Craske</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/240/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments:

- \* 2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”
- \* 2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)
- \* 2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part of Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it’s fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill)).

The proximity of the sites to the South Downs National Park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the prosed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

<b>70</b>	<b>Mr J Critchard</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/70/1	<b>Type:</b>	Object
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I am strongly objecting to the above planning application on the following grounds:-

No relevant traffic study has been undertaken to support this proposed development despite this being requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development in 2007, 2013 and 2016.

564	Mr B Crouch	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/564/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane Burgess Hill because:-

1. These sites are full of many internationally protected wildlife species for which adequate protection would be impossible. These include 7 different species of bats, dormice, great crested newts and several species of birds including kingfisher, peregrine falcons, bitterns, little egrets, honey buzzards, red kites and osprey as confirmed by the Sussex Biodiversity Records Centre.
2. It is ironic that over the past few days survey work would appear to have been undertaken in Keymer Parade, Church Road and Station Road Burgess Hill. I assume this was in connection with improving sustainable transport for the town. I trust that it will also include a check on your commissioned traffic study which did not include the crucial Folders Lane/Keymer Road junction. This is already a serious bottleneck and will deteriorate further when the planned 500 houses at Clayton Farm come on stream. It will not cope with traffic from Sites SA12 and SA13. A southern relief road is more important than the development of these sites. This could be funded by stipulating that all future developments in the South Area including those where outline agreement is held but not yet started pending final submission would carry the cost. This relief road would link Keymer Road with Jane Murray Way enabling through traffic to avoid the centre of Burgess Hill and this particular junction.
3. Any future development south of Folders Lane would erode the strategic gap between Burgess Hill and the villages to the south. You will no doubt argue that this has already been compromised by your ill judged agreement to the 500 houses planned for Clayton Farm.
4. This will cause further harm to the setting of South Downs National Park.
5. The southern area of MSDC does not require any further development and there are more suitable sites in the northern area..The houses already planned for Burgess Hill, Hassocks and Hurstpierpoint will cover the provision for the increased labour force required to meet the needs of the proposed business parks etc. The major expansion of MSDC will be in the north at Gatwick/Crawley with permission for a second runway being a mere 'shoo in'. Since MSDC's planners have a penchant for building on golf courses namely the loss of Hassocks shortly Burgess Hill and almost Haywards Heath, Copthorne Golf Course would be ideal to cater for these additional 343 houses..This site already has access to an existing dual carriageway (A264) with direct access to the motorway and Crawley.

<b>403</b>	<b>Mr S Cull</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/403/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site contains protected wildlife species for which adequate protection would be impossible including bats and adders.

It would erode the strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>1146</b>	<b>Mr A Cullen</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1146/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane. This is because of the following points:

1. My garden backs on to the proposed development and I have already seen a large increase in traffic in this area of burgess hill. No traffic study has been undertaken and with other developments in the area (eg 500 houses in Hassocks on Keymer road) congestion and pollution will increase to unhealthy levels. Previous applications were rejected on this basis previously setting a precedent.
2. Impact on wildlife which will be lost forever in the area - eg the area is home to bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. It goes against council policy to maintain the strategic gap between burgess hill, Hassocks and ditching
4. Damage to the South Downs National Park area
5. Alternative sites provide for what is a small number of houses, a more appropriate setting that doesn't have all these key negative drawbacks.
6. Burgess hill risks becoming overdeveloped
7. It is outside the development area of the town and therefore should be an area of development restraint.

I trust that my views as a member of the community will be taken seriously given the impact it will have upon me and society more broadly

<b>319</b>	<b>Mr T Cullen</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/319/1	<b>Type:</b>	Object
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Traffic generation From a published population of 30,635 in 2011 when commuter hours seldom caused significant traffic back up from the Silverdale roundabout, current additional house now generates a queue problem from the same roundabout along Keymer Rd and then along Folders Lane as far as Kings Way and sometimes beyond that. This is without taking into account current estate building in Cants Lane etc. It is already an unacceptable problem for local residents wanting/needing to get into the town centre. A further 300 plus houses with at least that number of cars feeding into the same area is therefore to be avoided.

There are similar problems with traffic build up at various times during the day along Queen Elizabeth Way and Station Rd. This is aggravated by McDonalds queuing at the Waitrose roundabout. Burgess Hill already has a parking issue that must worsen as current house building is completed.

Businesses in Burgess Hill are already concerned about the difficulties of employing people faced with inadequate commuting ease and parking facilities. For the financial health of the district business support (hotel accommodation and conferencing facilities) is surely of a higher priority than yet more population. QUESTION – What is the current population with the current home expansion??

Noise and disturbance is equally as valid as an objection reason as a result of the above traffic explosion. Where is the traffic study bearing in mind previous MSDC over-rulings?

Nature Conservation Another major loss and damage to the variety of animals inhabiting the proposed site.

The welfare, integrity and nature of our town is further threatened by this plan.

<b>301</b>	<b>Mrs P Cusack</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/301/1	<b>Type:</b>	Object
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I am objecting to the Site Allocations SA12 and SA3 (pages 34-37), the fields of Folders Lane, Burgess Hill, because

1. No relevant traffic study has been carried out to support this development.
2. The site is full of many protected wildlife species.
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
4. It would cause irreparable harm to the setting of the SDNP.
5. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have the above constraints.



<b>131</b>	<b>Mr P Cuthbertson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/131/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because</p> <ol style="list-style-type: none"> <li>1. I am not aware of any traffic study being carried out to support this development. I live very close to Folders Lane and with the large development of housing on the previous Keymer Tile Company site and the large development on the East side of Kings Way, traffic, particularly at certain times of the day, is now dense. I have witnessed long queues of traffic along Kings Way tying to join traffic, which is stationery, along Folders Lane, all trying to access either Burgess Hill or Keymer Road towards Hassocks. A development of 343 extra houses will mean an additional minimum of 343 and more likely more (many households have more than one car), all trying to join a traffic jam of cars on Folders Lane and Keymer Road towards the town. Burgess Hill is becoming log jammed and we cannot continue to add traffic to this area.</li> <li>2. There simply must be alternative sites which can be made available which would not add to the difficulties above.</li> <li>3. I understand that the site contains a number of protected wildlife species, which, considering the proposed development, would not be protected, such as bats, slow worms, great crested newts and barn owls</li> <li>4. It would further and seriously erode the countryside gap between Burgess Hill and the villages to the south.</li> </ol>						

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<b>174</b>	<b>Mr P Cutler</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/174/1	<b>Type:</b>	Object			
<p>Ockley lane unsuitable for further development</p>						

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<b>416</b>	<b>Ms J Dallas</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/416/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 &amp; SA13, the fields south of Folders Lane Burgess Hill because the site is full of many protected wildlife species for which adequate protection would be impossible and because I do not wish to cause any irreparable harm to the setting of the South Downs National Park.</p>						

305	Mr & Mrs I & R Daniels	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/305/1	Type:	Object
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Since moving to Keymer 11 years ago the traffic has trebled and includes large vehicles that supposedly are restricted by width restrictions that are not enforced . Any further increase In traffic will be intolerable.

It would further erode the strategic gap between Burgess Hill and the Villages to the South.

Wild life will be affected badly by any further development.

As far as I am aware 500 homes have already been allocated to land on the other side of the road between Burgess Hill and Hassocks these planning decisions are against the local peoples wishes and yet the planning Department still carries on regardless.

1239	Mr S Daniels	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1239/1	Type:	Object
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I am objecting to the site allocations SA12 and SA13 (pages 34-37), the fields South of Folders Lane,Burgess Hill because:

- No relevant traffic study has been carried out although this is a requirement of MSDC, in the 3 previous studies of the area (SHELAAs 2017, 2013, 2012) development was consistently rejected.
- The site is full of protected wildlife, adequate protection would be impossible.
- The strategic gap between Burgess Hill and Keymer / Hassocks is already being eroded, this would just add to that.
- I feel there are much better locations that could deliver an equivalent or higher yield of units but with far less impact on it's surrounding area than this one.

329	JLM Daniels	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/329/1	Type:	Object
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I wish to strongly object to the proposed site allocations SA12 and SA13 (pages 34 – 37), on the fields south of Folders Lane, Burgess Hill.

Any such development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. We have experienced this recently within the village and the overwhelming opinion of Ditchling residents was to stop any development that may lead to further erosion of the gap between Ditchling and the Burgess Hill / Hassocks sprawl

I have also been made aware that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

Please reject this proposed development and build these houses elsewhere

308	Mr M Davey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/308/1	Type:	Object
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I hereby strongly object to the site allocations SA12 and SA13, pages 34-37, the fields South of Folders Lane Burgess Hill.

Access to this site, particularly along the already busy Keymer road into Broadlands, would be totally inappropriate. As a resident living on the corner of Keymer road and Broadlands, which is apparently one of the poorly thought out proposed access routes, is beggars belief. This access is totally inadequate, and due to limited vision onto Keymer road, is already a dangerous maneuver for the eight residents that currently live there, let alone proposing planning which will mean a ten fold plus increase in traffic.

Broadlands road, as the Council already knows, is very narrow and often has walkers, dog walkers and residents visitors, parking their cars along it, thus reducing access along an already short and narrow road. The "idea" of development on the proposed land and the increase in traffic it will create, has previously been rejected on at least three occasions by MSDC in 2007, 2013 and 2018 and if anything, the traffic around this proposed development has increased dramatically from new residents now living at expanding and new developments in Hassocks and Ditchling.

The Keymer road itself is a nightmare in the mornings and evenings with very heavy traffic, often backing up from the folders lane roundabout past Broadlands, and it is clear that any future development should be planned away from this area entirely and moved nearer to, or on the A23 side of the town, where access to link roads and indeed Burgess Hill industrial estate from the ring road would be more suitable than trying to squeeze so many vehicles down the Keymer road then through Burgess Hill Town.

The site being proposed also has many protected wildlife species that need to remain protected against corporate greed and poor decision making by Councils and Governments. The strategic gap also needs protecting to ensure the surrounding villages are not swallowed up and disappear completely forever.

As mentioned, I totally oppose this application which is totally unsuitable.

571	Mrs K Davey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/571/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields south of folders Lane Burgess Hill because The site is home to meany protected wildlife species and there is very littlle to protect the bats adders slow worms newts cuckoos and barn owls. The effect of traffic has not been properly investigated as there is no relevant traffic study that has been carried out. In the past similar proposals have been rejected due to traffic studies

41	Ms A Davey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/41/1	Type:	Object
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I am strongly objecting to the site allocations SA12 and SA13, (pages 34-37), relating to the fields South of Folders Lane in Burgess Hill.

It seems that there has been no traffic study carried out, despite this being a requirement imposed by MSDC in their three previous overviews of the area (2007, 2012 and 2013) when they consistently rejected the idea of development. If there had been one, it would have highlighted the fact that the proposed access to the site from Keymer Road down Broadlands would be totally unworkable. As a resident of Broadlands, I struggle every day to get out onto the Keymer Road, as the sight lines are so poor in both directions, requiring cars to pull forward into the road to see what's coming, and then quickly reversing to avoid a collision. This is already a dangerous situation for the residents of the existing eight houses, so the addition of so many more would cause mayhem, particularly at rush hour times, and would undoubtedly lead to accidents. In the 31 years since I moved here, the traffic along Keymer Road has continually increased because of developments in Hassocks and Ditchling, and it is not at all unusual for the morning traffic heading into Burgess Hill to be backed up as far as Broadlands because of the constant and heavy stream of traffic coming up Folders Lane firstly, and then up Junction Road further on.

The site being proposed is an important part of the strategic gap between Burgess Hill and the villages to the south, which we have always been led to believe would be preserved. It also has many wildlife species that need to remain protected, including bats, adders, slow worms, great crested newts, cuckoos and barn owls; all of which we see and enjoy around the area on a regular basis. It is also very close to the South Downs National Park, and I believe it would be detrimental to it.

Finally, I believe that there are quite a number of other, more suitable sites which are available and would not incur the serious problems mentioned above.

98	Mr M Davey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/98/1	Type:	Object
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I hereby strongly object to the site allocations SA12 and SA13, pages 34-37, the fields South of Folders Lane Burgess Hill.

Access to this site, particularly along the already busy Keymer road into Broadlands, would be totally inappropriate. As a resident of Broadlands, which is apparently one of the poorly thought out proposed access routes, is laughable. This access is totally inadequate, and due to limited vision onto Keymer road, is already a dangerous maneuver for the eight residents that currently live there, let alone proposing planning which will mean a ten fold plus increase in traffic.

Broadlands road, as the Council already knows, is very narrow and often has walkers, dog walkers and residents visitors, parking their cars along it, thus reducing access along an already short and narrow road. The "idea" of development on the proposed land and the increase in traffic it will create, has previously been rejected on at least three occasions by MSDC in 2007, 2013 and 2018 and if anything, the traffic around this proposed development has increased dramatically from new residents now living at expanding and new developments in Hassocks and Ditchling.

The Keymer road itself is a nightmare in the mornings and evenings with very heavy traffic, often backing up from the folders lane roundabout past Broadlands, and it is clear that any future development should be planned away from this area entirely and moved nearer to, or on the A23 side of the town, where access to link roads and indeed Burgess Hill industrial estate from the ring road would be more suitable than trying to squeeze so many vehicles down the Keymer road then through Burgess Hill Town.

The site being proposed also has many protected wildlife species that need to remain protected against corporate greed and poor decision making by Councils and Governments. The strategic gap also needs protecting to ensure the surrounding villages are not swallowed up and disappear completely forever.

As mentioned, I totally oppose this application which is totally unsuitable.

57	Mr & Mrs C & J Davies	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/57/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

a. I am not aware that a relevant traffic study has been carried out in support of this development although this is a requirement imposed by MSDC in its three previous overviews of the area which consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013);

b. It would cause irreparable harm to the setting of the South Downs National Park;

c. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and cause the loss of adequate protection for the many protected wildlife species in the area; and

d. There are other more suitable sites available which provide capacity for an equivalent number of units, perhaps more units, and do not have the constraints set out in this email.

1302	Mr J Davis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1302/1	Type:	Object
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Isn't the land proposed South of Folders Lane unsuitable for housing assessments in 2007, 2013, 2016 all pointed to the same problem as regards South of Folders Lane saying each time. There are potential significant transport impacts on the road network as a result of developing this site (in particular the east/west link issues in Burgess Hill). It is assumed that this will severely limit the ability of this site to deliver unless detailed transport assessment evidence suggests otherwise.

Serious questions surrounding the site selection process and the interest of Burgess Hill, last minute decisions to include SA12 an extra 43 homes also SA13 300+ homes in the field South of Folders Lane

There is a big issue with Transport Environmental, Planning issues.

I am against the above proposal.

754	Mr B Davis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/754/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields South of Folders Lane, Burgess Hill, because:

. Despite the massive traffic build up in Folders Lane since the developments of The Croft and Kings Weald etc no relevant traffic study has been carried out to support this development even though this was a requirement imposed by MSDC in their previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007,2012 and2013). The build up of traffic is due to the junction of Folders Lane and Keymer Road at peak times and the effect is that stationary traffic causes vast amounts of toxins to be emitted which will have adverse effects on children health who are walking to school at this time and also residents who live adjacent to these roads. Is it not the responsibility of town planners and elected councillors to minimise ill affects on residents and their children? I live adjacent to Folders Lane and see the affects of this pollution on my windows, sills and plants! If the planners left their offices ocassionly they would see for themselves (0800-0900 and 1630-1800), not the hours you work!

. I fail to understand why these developments need to be added to the District Plan even in the near future, as the District Plan was only approved recently. There are 3000 houses to be built in the Northern Arc, plus the development adjacent to the recycling centre, and Kings Weald and the Croft. Despite all the developments no infrastructure improvements to Burgess Hill have taken place, or additional facilities provided such as school places, GP provisions, road improvements, e.g planning. If it doesn't take place now, it won't happen after the developers have finished building houses! Also most of these properties are being sold to people from outside of the area and not existing residents, adding to the infrastructure issues, including overcrowded railways, as the new residents leave the district to work each day, as there is little employment vacancies in Burgess Hill.

. Despite all these developments, the Gas Mains have not been expanded to accommodate all the additional central heating requirements of new properties, or the water mains and waste water capacities. You are town planners who are paid by the residents and it shouldn't be up to the residents to point this out. These utilities should be expanded before the developments take place not after! I have noticed gas pressures dropping since these developments have taken place so what of the future!

. The developments in this side of town have eroded most of the green spaces that existed apart from individual gardens. We will soon only have the green places on traffic roundabouts left!

. I am reliably informed that these proposed sites have protected wildlife inhabitants, bats, adders, slow worms, great crested newts, cuckoo's, barn owls, which one would expect from Greenfield sites. When there are plenty of brownfield sites remaining, why evict or kill these wild life to line the pockets of developers and their shareholders.

None of the residents in this area want the developments, to be frank we have had enough over the last few years and need a rest from it all. That is why I have rejected these developments before. Not that you or the Councillors we elect care what the residents think!

These are some reasons why my wife and I think that adding these sites to the District Plan should not take place. If you examine what I have said in further detail you will see that further investigation of the implications that may arise are necessary.

427	Ms C Davis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/427/1	Type:	Object
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There is no traffic survey yet and it is difficult to see where the traffic from these two sites can access Keymer Road or Folders Lane without causing more congestion in the area. New houses in Hassocks, already approved, will also be adding to this problem and any future traffic survey for these two sites should take this into account. The mini roundabout at the West end of Folders Lane is already proving inadequate.

<b>369</b>	<b>Mr J Davis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/369/1	<b>Type:</b>	Object			

I Object to site SA12 SA13 Field south of Folders Lane because  
 No traffic study has been carried out to support this development ,this has been a requirement imposed  
 by MSDC in three assessments of this area this has been consistently been rejected 2007, 2013 and 2016.  
 The wildlife adequate protection of wildlife impossible these include Adders . slow worms , bats ,great crested newts ,cuckoos, barn owls ,fox, rabbits, squirrels.  
 These is precious little and a fragile gap between Burgess Hill and villages to the south.  
 Great Damage to the South down Nat Park.  
 Not enough Doctors, Dentist, Schools and Transport all these under a greater pressure .  
 There are other more suitable sites which are available and wold deliver the equivalent or higher numbers of houses to require and non of the above constraints.

<b>39</b>	<b>Mrs E Dawson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/39/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments:

- \* 2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”
- \* 2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)
- \* 2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part of Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it’s fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill).

The proximity of the sites to the South Downs National Park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the prosed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

474	Mr P Day	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/474/1	Type:	Object
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I am objectng to the site allocations SA12 and SA13 (Pages 34 - 37), the fields souther of Foldrs Lane, Burgess Hill.

Reasons for objection are:-  
There has no been no relevant traffic study carried out in support of this development despite this being a requirment imposed by the MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 & 2013)

The site is full of many protected wildlife species for which adequate protection would be impossible including, Bats, slow worms, Aders, Great Crested Newts, Cuckoos, Barn Owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the Villages to the south

It would cause irreparable harm the setting of the South Downs National park

There are other more Suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

It will put a greater strain on our local resources including our already full schools that are becoming overstretched already with the other developments in Kings Way and the Quarry.

Burgess Hill Town center has become a bottle neck of traffic during peak times during the last 10 years, this will only make driving through town much worse and increase pollution.

1113	Mrs M Day	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1113/1	Type:	Object
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I am objecting to site allocations SA12 andSA3 (pages 34-37), in the fields south of Folders Lane, Burgess Hill, because:

- 1.This will paralyse Folders Lane/Keymer Road junction, already very congested, adding to more traffic using Ockley Lane to and from Hassocks and Keymer, already often a bottleneck, and through to Brighton.
2. The gap between Burgess Hill and the villages (as they still are at this time)to the south, is supposedly a strategic one to keep them separate.
3. We need to see green fields, farm animals and wildlife for our health and that of future generations



92	Mrs L De Winter	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/92/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

483	Mr S Dempsey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/483/1	Type:	Object
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I understand that MSDC has consistently rejected building on these two sites owing to the traffic implications for the east-west routes through the town. The additional traffic that would also be funnelled south on the B2112 would have significant implications for Ditchling village and its environs, which are already substantially affected by traffic volume, speed and pollution. I am not aware of any relevant traffic survey that supports these developments despite being a requirement by MSDC.

These two sites (SA12 and SA13) abut the South Downs National Park and further reduce the important green gap between Burgess Hill and the villages to the south.

Already Burgess Hill suffers in comparison with Lewes as a commercial and shopping centre for customers from the south such as me, owing to traffic volumes and associated delays. More development will drive customers such as me away and will increase the negative economic impact on the town centre.

90	Mr & Mrs J & H Dennis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/90/1	Type:	Object
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We object most strongly to this proposal on the following grounds: No traffic study has been carried out despite this being a requirement. There are various protected wildlife in the area. We were told that there would be a strategic gap between Burgess Hill and Ditchling/Hassocks. There are other more suitable sites which are deliverable and available. The build-up of traffic, including huge commercial vehicles going through the town to London Road caused by 3 pedestrian crossings.

97	Mr JK Dennis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/97/1	Type:	Object
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I object most strongly to the site allocations SA12 & SA 13 (pages 34 – 37) fields south of Folders Lane, Burgess Hill on the following grounds:  
No relevant traffic study has been carried out despite this being a requirement imposed by MSDC. The volume of traffic – especially large commercial vehicles – has increased to such an extent that both morning and evening traffic is severely delayed – not helped by several Pedestrian crossings between Folders Lane and the London Road and the physical limitations of Folders Lane and Keymer Road.  
We were told that there would be a strategic gap between Burgess Hill and the villages to the South.  
Species including bats, greatcrested newts, barn owls, adders and slowworms need adequate protection.  
It would cause harm to the setting of the South Downs National Park  
More suitable sites are available and deliverable which deliver equivalent or higher numbers of units

271	Ms D Derrick	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/271/1	Type:	Object
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Object

270	Mr M Derrick	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/270/1	Type:	Object
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Object

244	Mr S Deykin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/244/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development.(SHELAAs 2007,2012 and 2013)  
The site is full of many protected wildlife species for adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

313	Mrs C Dique	Organisation:		Behalf Of:		Resident
Reference:	Reg18/313/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because: There has been no relevant traffic study done to support this development despite this being a requirement imposed by Mid Sussex District in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013, and 2016.) This in my opinion will lead to traffic jams along Folders Lane and Keymer road especially during the rush hour and cause chaos for people trying to get to work in the mornings. The site is full of many protected wildlife species for which adequate protection would be impossible, if this development went ahead. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. Irreparable harm would be caused to the setting of the South Downs National Park. There really is no need for this development as there are more suitable sites elsewhere that are available and deliverable and which provide an equivalent of higher number of units and which do not have any of the above constraints. In my opinion this development is completely unnecessary in this area.</p>						

312	Mr T Dique	Organisation:		Behalf Of:		Resident
Reference:	Reg18/312/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because: There has been no relevant traffic study done to support this development despite this being a requirement imposed by Mid Sussex District in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013, and 2016.) This in my opinion will lead to traffic jams along Folders Lane and Keymer road especially during the rush hour and cause chaos for people trying to get to work in the mornings. The site is full of many protected wildlife species for which adequate protection would be impossible, if this development went ahead. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. Irreparable harm would be caused to the setting of the South Downs National Park. There really is no need for this development as there are more suitable sites elsewhere that are available and deliverable and which provide an equivalent of higher number of units and which do not have any of the above constraints. In my opinion this development is completely unnecessary in this area.</p>						

501	Mrs J Djamaluddin	Organisation:		Behalf Of:		Resident
Reference:	Reg18/501/1	Type:	Object			
<p>I am writing as I an objecting to site allocations SA12 &amp; SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos plus barns owls.  Plus also the TRAFFIC, roads are already very bad in Burgess Hill. We already have too many houses and not enough infrastructure in place. The town is not even sorted it's a mess been going on to long. Surely 3000 new houses on the northern arc at Burgess Hill is enough</p>						

1208	Mr R Dobson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1208/1	Type:	Object
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I am objecting to site allocations SA12 &SA13 (pages 34-37), the fields south of folders lane, Burgess hill for the following reasons:

Environmental impact. The fields to the south of Folders lane are home to a multitude and diverse wildlife. We regularly hear cuckoos and see owls, bats fro our garden. We have found adders, slow worms and newts whilst gardening. By building on this site, these animals will loses there natural environments. We should be protecting these animals not destroying their homes and habitats. As part of the the South Downs National Park this proposed development would cause irreparable harm

Logistics. The road network in and around folders lane is heavily stretched as it is. In the mornings the queues up folders lane towards Keymer road often stretch back beyond the Kings way round about. This congestion will only get worse whilst the current building projects on folders lane and in Kings way near completion. I don't believe that a suitable traffic study has taken place in this area. This is usually a requirement by MSDC. It certainly was in previous overviews of the area, and as such presidence was set for rejection of developments (SHELAAs 2007, 2012 and 2013).

Alternative locations for development. Surely there are alternative areas for development, that have fewer constraints, that could deliver a better number of units. The fields South of Folders lane, serve as a strategic gap between Burgess Hill and those villages to the south. Developent in this area will seriously erode this strategic gap, adding pressure to these areas, there public amenities, schools and infrastructure as well as those in Burgess hill. For example, the local school to Folder lane, Birchwood Grove primary school, is already over subscribed and new residents are having to travel across Burgess Hill and surrounding areas to find a school place for there children. This can not continue.

This really is the most unsuitable location for development. I trust that you will continue to protect this strategic area, it's habitat, wildlife and reject these and future proposals for development of SA12 and SA13.

1209	Ms E Dobson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1209/1	Type:	Object
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I am objecting to site allocations SA12 &SA13 (pages 34-37), the fields south of folders lane, Burgess hill for the following reasons:

Environmental impact. The fields to the south of Folders lane are home to a multitude and diverse wildlife. We regularly hear cuckoos and see owls, bats from our garden. We have found adders, slow worms and newts whilst gardening. By building on this site, these animals will loses there natural environments. We should be protecting these animals not destroying their homes and habitats. As part of the the South Downs National Park this proposed development would cause irreparable harm

Logistics. The road network in and around folders lane is heavily stretched as it is. In the mornings the queues up folders lane towards Keymer road often stretch back beyond the Kings way round about. This congestion will only get worse whilst the current building projects on folders lane and in Kings way near completion. I don't believe that a suitable traffic study has taken place in this area. This is usually a requirement by MSDC. It certainly was in previous overviews of the area, and as such presidence was set for rejection of developments (SHELAAs 2007, 2012 and 2013).

Alternative locations for development. Surely there are alternative areas for development, that have fewer constraints, that could deliver a better number of units. The fields South of Folders lane, serve as a strategic gap between Burgess Hill and those villages to the south. Developent in this area will seriously erode this strategic gap, adding pressure to these areas, there public amenities, schools and infrastructure as well as those in Burgess hill. For example, the local school to Folder lane, Birchwood Grove primary school, is already over subscribed and new residents are having to travel across Burgess Hill and surrounding areas to find a school place for there children. This can not continue.

This really is the most unsuitable location for development. I trust that you will continue to protect this strategic area, it's habitat, wildlife and reject these and future proposals for development of SA12 and SA13.

1210	O Dobson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1210/1	Type:	Object
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I am objecting to site allocations SA12 &SA13 (pages 34-37), the fields south of folders lane, Burgess hill for the following reasons:

Environmental impact. The fields to the south of Folders lane are home to a multitude and diverse wildlife. We regularly hear cuckoos and see owls, bats fro our garden. We have found adders, slow worms and newts whilst gardening. By building on this site, these animals will loses there natural environments. We should be protecting these animals not destroying their homes and habitats. As part of the the South Downs National Park this proposed development would cause irreparable harm

Logistics. The road network in and around folders lane is heavily stretched as it is. In the mornings the queues up folders lane towards Keymer road often stretch back beyond the Kings way round about. This congestion will only get worse whilst the current building projects on folders lane and in Kings way near completion. I don't believe that a suitable traffic study has taken place in this area. This is usually a requirement by MSDC. It certainly was in previous overviews of the area, and as such presidence was set for rejection of developments (SHELAAs 2007, 2012 and 2013).

Alternative locations for development. Surely there are alternative areas for development, that have fewer constraints, that could deliver a better number of units. The fields South of Folders lane, serve as a strategic gap between Burgess Hill and those villages to the south. Developent in this area will seriously erode this strategic gap, adding pressure to these areas, there public amenities, schools and infrastructure as well as those in Burgess hill. For example, the local school to Folder lane, Birchwood Grove primary school, is already over subscribed and new residents are having to travel across Burgess Hill and surrounding areas to find a school place for there children. This can not continue.

This really is the most unsuitable location for development. I trust that you will continue to protect this strategic area, it's habitat, wildlife and reject these and future proposals for development of SA12 and SA13.

Your Data  
Submit

1215	Student L Dobson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1215/1	Type:	Object
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I am objecting to site allocations SA12 &SA13 (pages 34-37), the fields south of folders lane, Burgess hill for the following reasons:

Environmental impact. The fields to the south of Folders lane are home to a multitude and diverse wildlife. We regularly hear cuckoos and see owls, bats fro our garden. We have found adders, slow worms and newts whilst gardening. By building on this site, these animals will loses there natural environments. We should be protecting these animals not destroying their homes and habitats. As part of the the South Downs National Park this proposed development would cause irreparable harm

Logistics. The road network in and around folders lane is heavily stretched as it is. In the mornings the queues up folders lane towards Keymer road often stretch back beyond the Kings way round about. This congestion will only get worse whilst the current building projects on folders lane and in Kings way near completion. I don't believe that a suitable traffic study has taken place in this area. This is usually a requirement by MSDC. It certainly was in previous overviews of the area, and as such presidence was set for rejection of developments (SHELAAAs 2007, 2012 and 2013).

Alternative locations for development. Surely there are alternative areas for development, that have fewer constraints, that could deliver a better number of units. The fields South of Folders lane, serve as a strategic gap between Burgess Hill and those villages to the south. Developent in this area will seriously erode this strategic gap, adding pressure to these areas, there public amenities, schools and infrastructure as well as those in Burgess hill. For example, the local school to Folder lane, Birchwood Grove primary school, is already over subscribed and new residents are having to travel across Burgess Hill and surrounding areas to find a school place for there children. This can not continue.

This really is the most unsuitable location for development. I trust that you will continue to protect this strategic area, it's habitat, wildlife and reject these and future proposals for development of SA12 and SA13.

1216	Student M Dobson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1216/1	Type:	Object
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I am objecting to site allocations SA12 &SA13 (pages 34-37), the fields south of folders lane, Burgess hill for the following reasons:

Environmental impact. The fields to the south of Folders lane are home to a multitude and diverse wildlife. We regularly hear cuckoos and see owls, bats fro our garden. We have found adders, slow worms and newts whilst gardening. By building on this site, these animals will loses there natural environments. We should be protecting these animals not destroying their homes and habitats. As part of the the South Downs National Park this proposed development would cause irreparable harm

Logistics. The road network in and around folders lane is heavily stretched as it is. In the mornings the queues up folders lane towards Keymer road often stretch back beyond the Kings way round about. This congestion will only get worse whilst the current building projects on folders lane and in Kings way near completion. I don't believe that a suitable traffic study has taken place in this area. This is usually a requirement by MSDC. It certainly was in previous overviews of the area, and as such presidence was set for rejection of developments (SHELAAs 2007, 2012 and 2013).

Alternative locations for development. Surely there are alternative areas for development, that have fewer constraints, that could deliver a better number of units. The fields South of Folders lane, serve as a strategic gap between Burgess Hill and those villages to the south. Developent in this area will seriously erode this strategic gap, adding pressure to these areas, there public amenities, schools and infrastructure as well as those in Burgess hill. For example, the local school to Folder lane, Birchwood Grove primary school, is already over subscribed and new residents are having to travel across Burgess Hill and surrounding areas to find a school place for there children. This can not continue.

This really is the most unsuitable location for development. I trust that you will continue to protect this strategic area, it's habitat, wildlife and reject these and future proposals for development of SA12 and SA13.

1235	Mr I Dolby	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1235/1	Type:	Object
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It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

The impact of additional traffic in the area has not been properly thought through.

The site is full of many protected wildlife species whose habitat would be destroyed.

it would be an eyesore on the edge of the South Downs National Park.

My general comment is that Mid-Sussex District Council seem to be intent on joining Keymer/Hassocks with Burgess Hill and Haywards Heath into one large conurbation. No wonder many long-standing residents of mid Sussex are looking to leave!



405	Mr R Donnelly	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/405/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill. I live on Folders Lane where traffic has increased substantially in recent years. I suspect that your traffic advisors have followed a \_flawed\_ appraisal methodology with the schemes you have approved around Folders Lane in recent years, and I fear you will do this again. In the morning rush hour the traffic now queues back from the Folders Lane/Keymer Rd mini-roundabout all the way back to the Folders Lane / Kingsway junction on a regular basis. This never happened before. I really cannot believe you have assessed traffic properly in past. We have a speed activated warning sign along from our house in Folders lane which every car passing activates, all travelling in excess of the speed limit. I dread to guess what the situation will be like as the present schemes on Kingsway and the Jones site complete and add more traffic. You cannot keep throwing up housing estates without a traffic plan.

We have seen a substantial fall-off to local wildlife since the construction has commenced on the Jones Site immediately South of us. No more Deer, Rabbits, Woodpeckers or Bats which before were commonly sighted in our garden. Bird population generally has noticeably fallen. We live in times of extreme concerns regarding climate extinction; sustainability should be the driving concern, planting trees, not developing more housing estates.

It seems that this area is taking a disproportionate amount of the allocation for Mid Sussex. I believe you have not considered other more suitable sites. This site has a critical function in preserving the green space between Burgess Hill and Keymer village.

I would ask you NOT to allocate these areas for development.

82

Mr R Doone

Organisation:

Behalf Of:

Resident

Reference: Reg18/82/1

Type: Object

Objection to - I am objecting to site allocations SA12 and SA13 ( pages 34 – 37). The fields South of Folders Lane, Burgess Hill.

1. The proposal to erect 343 houses on this green field site is totally inappropriate to the rural nature of the area and if granted will lead to the further destruction of an established area of a natural rural environment.
2. The increase in road traffic resulting from a further 343 houses will cause unacceptable congestion in both Folders Lane and Keymer Road. A previous traffic study conducted by Jones Homes consultant in 2014 has proven to be a gross underestimate resulting in severe road congestion in Folders Lane at present.
3. Burgess Hill local services – Doctors, Schools, local Public Transport, Hospitals and Emergency Services are currently struggling to perform due to recent housing developments.
4. This proposed housing development would conflict and destroy the setting of the South Downs National Park (SDNP).
5. This area is known to naturalists as being rich in flora and fauna which fall under protected species (bats, adders, slow worms, great crested newts, rare birds). If allowed this development would destroy these protected species.
6. At present the town of Burgess Hill has strategic gap between villages to the south. This proposed development would virtually eliminate this desirable feature.
7. Essential services to the south of Burgess Hill are approaching maximum capacity – Sewage, Water, Gas, Electricity. Without a major program to upgrade these services, supplies and facilities will be seriously compromised.
8. Of course housing developers prefer to limit their civil costs and a green field site provides this. A review of brown field sites within the locality could provide at least an equal number of houses without the loss of loss of environmental desirable qualities and the inevitable disruption of life for local inhabitants.
9. The further covering of land with housing and roads will restrict the natural flow of rain water thus forcing ‘run off’ into overloaded drainage courses – flooding will be inevitable in the low lying areas to the south of Folders Lane.

<b>565</b>	<b>Mr J L Dowling</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/565/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.
- The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

Yours faithfully

<b>857</b>	<b>Ms T Downard</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/857/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3(pages 34-37), the fields south of Folders Lane Burgess Hill for the following reasons:-

- 1) The route to Hassocks via Ockley Lane is already becoming more congested, to the extent that those of us living in close proximity to the junction of Keymer Road in Hassocks have difficulty joining that road between the hours of 0730 to 0930 and and 1530 to 1800 due to traffic queues blocking Churchmead and Newlands Road.
- 2) There is no pedestrian crossing in this area and the public risk life and limb trying to cross this area of road to reach the only bus stop for this area.
- 3) The smell of traffic fumes pervades the area, particularly in the summer. The felling of trees to accomodate new housing on the corner of Ockley Lane has made this worse.
- 4) The state of Ockley Lane is not condusive to any further increase in traffic. The road itself is aptly named a lane as it is narrow and winding. Much of the central white lines are missing and the road edges are rough and, in places, broken and potholed. The area after the double bend floods frequently causing black ice in winter months and is consequently very dangerous.
- 5) The road is already frequently littered with fallen branches from overhanging trees hit by high sided vehicles causing more traffic hazards.
- 6 There are no pavements along Ockley Lane leaving any pedestrian to navigate between traffic and hedgerows. As there is no lighting this is a grave hazard once darkness falls.
- 7 Due to housing developments there are already two further entry/exits off Ockley Lane and, should the 500 houses at the edge of Hassocks be accepted, this will leave a very dangerous entry/exit road by the double bend.
- 8 Mid Sussex District Council have already stated, regarding a previous planning permission that they already consider this area to be a suburb of Burgess Hill. It would therefore appear that they have little or no concern for flora or fauna in this area.

<b>374</b>	<b>Mr R Dranse</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/374/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13, pages 34-37, the fields south of Folders Lane Burgess Hill, because:-

- No relevant traffic study has been carried out to support this development. Traffic volumes on Keymer Road and Folders Lane are already high, with long tailbacks each rush hour, causing unnecessary air pollution. Outside of rush hour, there is a continuous flow of vehicles travelling up to 60 mph, with poor sight lines for pedestrians. I have several elderly and/or disabled friends who currently find it extremely hazardous to cross Keymer Road, due to traffic volume/speed. Waiting for a sizeable gap in the traffic on both carriageways simultaneously can take 10 minutes or more.
- The absence of a traffic study contradicts MSDC's previous requirement for assessments when they consistently rejected the idea of development of the area (in 2007, 2013 and 2016)

The site is full of many protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos and barn owls. Adequate protection will be impossible, resulting in further erosion of precious ecosystem and loss of the rural nature of our town.

- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and cause irreparable harm to the setting of the South Downs National Park.
- There are other sites available which would deliver an equivalent or higher number of units without any of the above constraints.

<b>1194</b>	<b>Mrs R Drew</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1194/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

Meadows are some of the rarest habitats left in England and they must be protected if we are to save What we know as the English countryside and any hope of biodiversity native to this country.

It is my undersunderstanding that there is a perfectly good alternative and I beg you to consider it.

The site ID 503 is available and the owners of the land would like to make it available for housing.

- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

Please respect the Neighbourhood Plans that distinctly state the case against more development South of Folders Lane and protect these very rare natural habitats. Once gone, they are gone forever.

<b>93</b>	<b>Ms K Dyer</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/93/1	<b>Type:</b>	Object			

The site is full of protected wildlife species including bats, slow worms, great crested newts, barn owls and cuckoos. Without habitat we cannot protect these vulnerable species. Once its gone it is lost forever.

In addition it will cause irreparable harm to the setting of the South Downs National Park.

I am concerned that no relevant traffic study has been carried out to support this development - the area is already congested around Folders Lane and Keymer Road. The idea of a oneway traffic system via Greenlands Drive and Oakhall Park raises serious concerns about added noise and air pollution from vehicles in what are now quiet residential areas.

There are other more suitable sites available and deliverable which could provide the same number or more housing units that would not have the same environmental impact or above constraints.

<b>110</b>	<b>Mr JD Dyne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/110/1	<b>Type:</b>	Object			

I object to site allocations SA1 and SA13, the fields such of Folders Lane

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>113</b>	<b>Mrs J Dyne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/113/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 an SA13 (pages 34-37), the fields south of Folders Lane

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>1162</b>	<b>Mrs A Edie</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1162/1	<b>Type:</b>	Object			

Not only will the heavy traffic be increased to and from the building site over a long period of time during the development but also the roads we have are unsuitable for more traffic causing more congestion once the new properties are occupied if this proposal goes ahead.

I am a resident on Common Lane so am already aware of the difficulties caused not only to residents but also to other users of the road.

Wildlife must be protected and be a big consideration when developing such large new housing sites.

Please register my strong objection to these plans.

<b>1224</b>	<b>Mrs S Egan</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1224/1	<b>Type:</b>	Object			

There would be significant harm following the selection of sites SA12 & SA13 on coalescence and the strategic gap between Burgess Hill and the villages to the south.

The sites have a proven significant ecological importance that would be destroyed if replaced by housing estates.

Insurmountable traffic issues render these sites totally unsuitable for development.

There would be significant harm following the selection of sites SA12 & SA13 on the setting of the South Downs National Park.

The sites SA12 & 13 are unsuitable and unsustainable for development and there are sites available which are more suitable, most notably, Site ID 503, Haywards Heath Golf Course.

There is no provision for the required infrastructure that might assist in making these sites sustainable.

If approved MSDC would be contravening the own District Plan specifically Policies DP6, DP8, DP12, DP13, DP15, DP18, DP22, DP26, DP29, DP37, DP38 & DP41.

848	Mr P Egan	Organisation:		Behalf Of:		Resident
Reference:	Reg18/848/1	Type:	Object			

The formal legal boundary between the settlements of Burgess Hill and Keymer is the end of the rear gardens of the houses on Wellhouse Lane, therefore if site SA13 is given approval by Mid Sussex District Council (MSDC) then MSDC is in contravention of its own Development Plan, in particular policy DP13 Preventing Coalescence, DP6 Settlement Hierarchy and DP12: Protection and Enhancement of Countryside.

The MSDC methodology to assess sites for inclusion in the SPD was clear, two basic issues was measured, the degree of connectivity the site has with a settlement and their size. I quote:

"Sites with capacity to deliver growth significantly greater than required by the District Plan Strategy were considered to not conform to the strategy"

"To assess the degree of connectivity sites within 150m of a built-up area boundary were considered in principle to function as part of that settlement whereas sites beyond 150m were considered to be remote from a settlement.

Any site at which either or both of these issues were evident was not considered further." 1

The boundary between Burgess Hill and Keymer which marks the Southern edge of site SA13 is approximately 900 metres away from the Burgess Hill built up boundary therefore the overwhelming majority of the site must fail the above criteria and should have been considered remote in terms of connectivity AND by MSDCs own methodology it should not have been considered for inclusion in the DPD.

This gap is important to Burgess Hill as it both re-enforces its identity as a market town while contributing to the semi rural lifestyle which residents consistently say they value highly.

In short there is absolutely no requirement for development of these fields and ergo the strategic gap. Mid Sussex has other more suitable sites which are available and deliverable which would provide an equivalent or higher number of housing numbers without the need to destroy this important strategic gap, its ecosystem and the wildlife that inhabits it.

All of this site lies beyond the built up boundary of Burgess Hill and is outside of the area covered by the Neighbourhood Plan so none of the above bullet points apply and it should be removed from the DPD forthwith.

Unlike SA13 this site does not directly abut the settlement boundary between Burgess Hill and Keymer however it does directly abut the boundary with East Sussex and Lewes District and it will be visible from the South Downs National Park therefore it has to be considered against policy DP18. Site SA12 has already been the subject of a planning application by Jones Homes, DM/19/0276, which was withdrawn for reasons which are unknown to the public.

SA12 also fails to meet the criteria already mentioned above allowing building in the countryside under policy DP12.

In addition the site is bounded by a public right of way footpath ((PROW), so it also has to be considered against policy DP22 in which a PROWs are described thus

"Public Rights of Way are identified as a primary environmental constraint to development in the Capacity of Mid Sussex District to Accommodate Development Study (2014, paragraph 6.9) due to both high environmental importance and the strong policy safeguards that apply to them."

It is a legal requirement that in all its planning decisions MSDC is compliant with its own development plan unless material considerations allow otherwise.

This was confirmed by a 2017 judgment in the Supreme Court 3 where Judges Lord Neuberger, Lord Clarke, Lord Carnwath, Lord Hodge and Lord Gill stated

"Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National

Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions".

There are severe transport restrictions to site SA13; this was recognised in the ATKINS study commissioned by MSDC in 2005 which stated very clearly that if this site and others such as SA12 on the Eastern side of Burgess Hill were to be developed then it was "dependent on the implementation of an Eastern spine road/bypass which will result in significant infrastructure costs".

The reason for this was the increasingly pressing need for traffic to avoid the choke point of the railway crossing in Burgess Hill town centre which today already causes significant traffic jams during the peak periods along the Keymer Road, Folders Lane and through Station Road to Jane Murray Way.

Since that study was published planning permission for well over 1000 homes on the Eastern side of Burgess Hill has been approved and building started on three large sites (Keymer Tile Works, Kingsway and Jones Homes Phase 1) not to mention the multitude of other smaller already completed developments in gardens along Folders Lane and the Keymer Road yet no improvements whatsoever have been implemented to the local road network and the effects of these three large sites has still to be felt.

Recently the MSDC Assistant Chief Executive stated that Atkins is out of date but failed to elucidate why. I have since discovered that MSDC is now relying on a company called SYSTRA to underpin and update Mid Sussex's own Transport Study by carrying out desktop studies based on eight different scenario's with scenario 8 being the one most relevant to sites SA12 & SA 13.

Whereas Atkins used real time traffic data to inform their decision I can find no evidence of this with SYSTRAs findings. Instead they base their conclusions on a number of assumptions and it is notable that whereas Atkins specifically identifies the B2112 & B2113 junctions i.e. the roundabouts at the junction of Folders Lane with the Keymer Road and the Keymer Road with Station Road in the town centre being a major problem, SYSTRA and the latest MSDC Transport Study does not.

Today long queues are already a fact of life at both junctions mentioned by Atkins and anyone who has resided in the area for at least 10 years will attest to the fact that the traffic levels in the area are increasing sharply year on year.

The most recent empirical documented trip measures on the Keymer Road were taken in November 2016 by the developer for planning application DM16/3959 at a point just south of the B2113 junction. This data showed there were 46,138 vehicle trips over a 7 day period, including a weekend, along the Keymer Road, virtually all of which would have had to use the roundabout with Folders Lane.

That was exactly three years ago, since when the road network has remained totally unchanged. For MSDC to now propose another 343 homes be built in this immediate vicinity, with access onto the Keymer Road and Folders Lane, without ANY mitigation measures whatsoever only demonstrates the complete disregard MSDC has for this situation.

Site SA12 is on the very Eastern fringe of the Burgess Hill area, some 2km from Burgess Hill town centre with a 30 minute walk to Burgess Hill train station and a limited bus service of just one bus per hour during the day, none at night, on Sundays and in two cases on a Saturday either, it is self evident that the vast majority of future residents will have no choice but to use their cars on a daily basis

The Transport Statement for the withdrawn application for 43 properties (DM/19/0276) stated they would generate a minimum of 353 vehicle trips per day. This is addition to the 625 vehicle trips per day that is forecasted in the application for the 73 homes currently under construction on the adjoining site.

Conservatively this equates to a total of 978 vehicle trips per day from this location. Does MSDC really believe this is a sustainable location for so many dwellings?

Site SA13 whilst further West and thus closer to the Keymer Road is hardly better. The site is very large some 15.3 hectares so it is very unlikely that most residents will walk the distance to the only proposed exits at Broadlands and Folders Lane and then face a 20 minute walk into town to catch trains or buses, no they will rely heavily on their cars as we all have to do in this area.

These sites act as valuable breathing spaces for Burgess Hill and the surrounding villages and whilst not easily accessible to the public it is this very fact that has left them in a very unique position.

For the past 27 years we have lived alongside site SA13 and have seen first hand how when left to its own devices how nature has taken hold so the site now contains literally thousands of trees,



with many valuable species such as Hornbeam, Willow and Oak amongst them.

These fields haven't been farmed in living memory, if at all, which is rare these days and the absence of modern farming has left a unique habitat which is home to a multitude of birds and mammals from Barn Owls to Weasels. It is also home to some protected species such as Dormice and Great Crested Newts not to mention the countless insects, moths and butterflies, some of which are scarce.

Drainage & Sewage

Both SA12 & SA13 are classified as Low Weald with heavy clay soils which during heavy or persistent rainfall become heavily waterlogged and as both sites drop steeply from North to South the inevitable run off from a development could have serious impacts for the surrounding area. This issue was clearly recognised by the applicant for planning application DM/19/0276 on site SA12 as they proposed to include swales, attenuation ponds, pumping station and an underground tank in a bid to avoid the risk of flooding.

Mr Scott Wakely the MSDC Drainage Engineer has seen these photographs and acknowledged there is an issue with drainage in this area, therefore to concrete over SA13 with a development of 300 homes would have very serious consequences for the area.

Sewage is another serious issue, there is no mains sewerage South of Burgess Hill beyond Greenlands Drive until you reach the outskirts of Hassocks. All properties in between rely on septic tanks, cess pits or stand alone sewage treatment plants. Southern Water have confirmed the existing mains sewage treatment plant at Goddard's Green has insufficient capacity to handle anymore large developments so this issue cannot be ignored.

In conclusion sites SA12 & SA13 are not sustainable in any sense of the criteria within the NPPF and Mid Sussex District Plan and if allowed for development they will inevitably result in significant harm to the local area in contravention of the NPPF and the District Plan Policies DP6, DP8, DP12, DP13, DP15, DP18, DP22, DP26, DP29, DP37, DP38 & DP41.

For all of the reasons above they should be removed from the Site DPD.

250	Ms H Eldred	Organisation:		Behalf Of:		Resident
Reference:	Reg18/250/1	Type:	Object			

To my knowledge, no relevant traffic study has been carried out to support this development. Folders Lane and Keymer Road are already a nightmare during the rush hour.

Site if full of wildlife.

<b>470</b>	<b>Ms K Elliott</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/470/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 & SA3 (Pages 34-37) the fields south of Folders Lane because

- the wildlife, you are destroying fields and fields and where are all the wildlife moving to
- the increase of traffic flow - there is only one way in to town
- we will be interjoining neighbouring towns
- where would all the children go to school (the folders lane estate is growing at a very fast pace)

building more houses will only increase in building more as you would need a shop, school etc to facilitate this. This part of town was known for its wildlife and how beautiful and peaceful it is - not anymore

We have recently purchased on a new estate but there is protected woodland, but even that estate is growing around us. You need an even balance and to maintain why this part of town was so popular for the wildlife and peacefulness.

<b>138</b>	<b>Mr D Evans</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/138/1	<b>Type:</b>	Object			

No relevant traffic study has been carried out to support this development, this is a requirement imposed by MSDC in three previous rejected development ideas in the area (SHELAAs 2007, 2012 & 2013).

There are numerous protected wildlife species within the site, these would be endangered by the proposed development.

There are a number of alternate suitable sites which are available and could provide a similar number of units without the constraints of this site.

<b>512</b>	<b>Mrs S Evans</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/512/1	<b>Type:</b>	Object			

I am objecting to the proposed development on the fields south of Folders Lane, Burgess Hill. Sites SA12 and SA13 should not be used for housing because;

No relevant traffic study has been carried out despite, as I understand it, Mid Sussex District Council having requested it in during their 3 previous rejections of this scheme. 343 homes is likely to involve 600+ vehicles. The nearby village of Ditchling is already a 'no go zone' for much of the working day with pavements impassable to anyone wanting to remain safe. This is a classic Downland village within the national park where the buildings, which date back to medieval times, are under threat from the daily traffic gridlock and "illegal" use by HGVs.

This part of Sussex is well known for its wildlife, part of the reason for creating the South Downs National Park was to protect this. Massive developments on the park's boundaries will seriously impact the area's rare wildlife including bats, great crested newts, rare birds/birds of prey.

Still on the subject of the national park. Part of the remit of planning within the SDNP is to protect the view from the South Downs. This proposed development would be a massive blot on the landscape representing a significant loss of green space and permanently impairing the view to the north from the iconic Ditchling Beacon. This would lead to Burgess Hill and the villages to the south becoming one sprawling mass with the fragile strategic gap severely compromised.

471	Ms J Everest	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/471/1	Type:	Object
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I am objecting to site allocations SA12 and S13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

\* I live in Grand Avenue, Hassocks. I have lived here for 27 years. We moved here from Burgess Hill because we wanted to be in the country, surrounded by fields; even if they were not necessarily all public access. Grand Avenue used to be a quiet tree lined boulevard. Since the new housing estates off of Mackie Avenue were constructed, Grand Avenue has become a busy road with constant traffic, from around 4 a.m. to late at night. A lot of this traffic disregards the speed limit, and along with the increase in the numbers of cars per family and the consequent increase in numbers of cars parked on the road, visibility has been reduced, for safely accessing and exiting our driveway. I note that there has not been any relevant traffic study, to support this further development and how it will impact Hassocks. The centre of Hassocks and the junction at the end of Ockley Lane is already often a grid lock at certain times of the day. The green verges used to be well kept but it is now common place for them to be used for parking. Another 343 houses on the fields to the south of Folders Lane will be a burden on the already labouring infrastructure of Hassocks.

\* We used to hear owls every night from our bedroom, now that is a rarity. Bats, adders and slow worms are a wonderful feature of our immediate countryside. I fear countryside walks will be traded for a life of walking pavements. You can't grow grass under concrete. Once the fields are gone, they are gone forever along with all the life they support.

\* I use the term 'village' knowing that if this application is passed and further encroachment on the country between Hassocks and Burgess Hill ensues, I will no longer be able to do that.

\* It seems to me that this application, although not within the boundaries of the South Down National Park, is at odds with the sort of environment one would want to preserve for those choosing to visit an area of outstanding natural beauty. A view from the top the 'hill' of yet another new housing estate seems incongruous with the already fragile National Park status.

\* There are other sites which would meet the housing needs of the area without causing further negative aspects to the lives of those who live here, love the close proximity to open countryside and want to preserve it for future generations.

<b>310</b>	<b>Ms V Farley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/310/1	<b>Type:</b>	Object			

The local roads are already extremely congested, and at gridlock at certain times of day.

The amount of traffic using Folders Lane/Keymer Road already adds considerably to pollution in the area.

Access to and from existing properties in the area is already greatly compromised.  
An in-depth traffic survey should be carried out prior to adding ANY further housing to the area.

~This particular site is already home to various protected wildlife species, including barn owls, cuckoos and bats the latter flying over this area regularly at dusk.

The Trees between Woodward's Close and the proposed site provide habitat for the above and many other species as well as providing shelter from noise and other properties. These trees would be lost to make way for further properties and have a detrimental affect on the area. This green space needs to be preserved for the ongoing ambience of the area.

We need to protect and retain the gap between Keymer and Hassocks and Burgess Hill to safeguard the proximity of an Area of Outstanding Natural Beauty and the South Downs National Park.

<b>248</b>	<b>Mr A Farnworth</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/248/1	<b>Type:</b>	Object			

1. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007,2012 an 2013).
2. Folders Lane is already an overused and often very congested road which has developed into a popular entry and exit route through Burgess Hill not only for residential vehicles but for commercial vehicles as well.
3. There must be more suitable sites which are available for development which would provide an equivalent or higher number of units.
4. The proposed site is home to many protected wildlife species for which protection would not be possible.
5. This proposed development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
6. It would cause irreparable harm through it's infringement into the South Downs National Park.

<b>439</b>	<b>Ms E Farris</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/439/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37)  
the fields south of Folders Lane, Burgess Hill because  
No relevant taffic study has been carried out to support this development, despite this being a requirement imposd by MSDC in their three previous overviews of te area where they consistently rejected the idea of development (SHELAA's 2007,2012 and 2013) It would seriously erode the already fragile strategic g between Burgess Hill and village to te south.

<b>349</b>	<b>Mrs S Fee</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/349/1	<b>Type:</b>	Object			
<p>I am concerned about the health &amp; safety of the access (visibility) to such a development, the detrimental effect on Traffic generation in the locality and increase in accidents, and air pollution for the local residents.</p>						

<b>533</b>	<b>Mrs S Fee</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/533/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <p>Then use any or all of the following points - in your own words if possible:</p> <ul style="list-style-type: none"> <li>• The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.</li> </ul>						

<b>415</b>	<b>Mrs J Fellows</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/415/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.</p> <p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.</p> <p>It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.</p> <p>It would cause irreparable harm to the setting of the South Downs National Park.</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints</p>						

<b>121</b>	<b>Ms S Ferguson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/121/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because:  
 No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.  
 Traffic in the morning up Folders Lane towards the mini roundabout at the top of Keymer road is constantly back up and new homes would only increase the pressure on the infrastructure. With only 2 ways of crossing the railway line the council would be better served to look at first building a new bridge / crossing to deal with the already increased traffic from the Cants Lane new housing development

<b>774</b>	<b>Ms J Fish</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/774/1	<b>Type:</b>	Object			

Site Allocations DPD am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill. With recent and on-going housing developments in this area including the Croft, Folders Grove, Oak Grange, Willowhurst and the old Keymer brick site have led to a massive increase in the volume of traffic using the Folders Lane / Keymer Road Junction. Added to this is the proximity of Burgess Hill Girls school and the station and the parking these generate. The net result is gridlock at rush hour times in the morning and evenings. If this new development is given the go-ahead it can only exacerbate the problems. The infrastructure was never designed for this volume of traffic. Added to this I understand that the Mid Sussex District Council is considering making Greenlands Drive and Oak Hall Park a one-way system. To access town would mean that residents such as me who live on the Oak Hall Park estate would be forced to use the Folders Lane/Keymer Road junction in one direction or the other depending on the direction of the circulation, which is what we don't have to do at the moment. Rather than alleviating the problems it will therefore make things far worse. In addition I understand that no relevant traffic study has been undertaken to support this development despite being a requirement imposed by MSDC in three previous overviews of the area where they consistently rejected the idea of development (SI-IELAA's 2007, 2012 and 2013). The site is a wildlife haven with several endangered species including the great crested newt. It is one of a rapidly decreasing number of 'wild' spaces in the town the loss of which has and is changing the town for the worse. I understand that at one time it was suggested that the Keymer Brickwork site was going to be made a nature reserve. Instead it became a large new housing complex despite the unsuitable nature of the land. This building proposal will inevitably lead to closing the strategic gap with the villages to the South. It would also have a deleterious impact to the setting of the South Downs National Park. Given the above I consider that the best option would be to reject this proposed development in favour of sites that are more suitable, available and deliverable. These would provide an equivalent or higher number of dwellings. What's more, they don't have any of the above mentioned problem

<b>793</b>	<b>DJP Fish</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/793/1	<b>Type:</b>	Object
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Site Allocations DPDI am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill. With recent and on-going housing developments in this area including the Croft, FoldersGrove, Oak Grange, Willowhurst and the old Keymer brick site have led to a massive increase in the volume of traffic using the Folders Lane /Keyrner Road Junction. Added to this is the proximity of Burgess Hill Girls school and the station and the parking these generate. The net result is gridlock at rush hour times in the morning and evenings. If this new development is given the go-ahead it can only exacerbate the problems. The infrastructure was never designed for this volume of traffic. Added to this I understand that the Mid Sussex District Council is considering making Greenlands Drive and Oak Hall Park a one-way system. To access town would mean that residents such as me who live on the Oak Hall Park estate would be forced to use the Folders Lane/Keymer Road junction in one direction or the other depending on the direction of the circulation, which is what we don't have to do at the moment. Rather than alleviating the problems it will therefore make things far worse. In addition I understand that no relevant traffic study has been undertaken to support this development despite being a requirement imposed by MSDC in three previous overviews of the area where they consistently rejected the idea of development (SI-IELAA' s 2007, 2012 and 2013). The site is a wildlife haven with several endangered species including the great crested newt. It is one of a rapidly decreasing number of 'wild' spaces in the town the loss of which has and is changing the town for the worse. I understand that at one time it was suggested that the Keymer Brickwork site was going to be made a nature reserve. Instead it became a large new housing complex despite the unsuitable nature of the land. This building proposal will inevitably lead to closing the strategic gap with the villages to the South. It would also have a deleterious impact to the setting of the South Downs National Park. Given the above I consider that the best option would be to reject this proposed development in favour of sites that are more suitable, available and deliverable. These would provide an equivalent or higher number of dwellings. What's more, they don't have any of the above mentioned problems.

<b>648</b>	<b>Mr J Ford</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/648/1	<b>Type:</b>	Object
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The planned construction of 343 houses on the land south of Folders Lane is a bad idea as no specific traffic study has been carried out. The additional traffic created as a result would add to an already congested road network in this area at peak times.  
In addition, wildlife on the site would be seriously impacted with no form of protection possible.  
The South Downs National Park would also be harmed in the process.  
Alternative more suitable sites need to be found.

<b>867</b>	<b>Ms S Forder</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/867/1	<b>Type:</b>	Object			

I wholeheartedly & totally OBJECT to the building of yet more houses at SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.
- The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

PLEASE consider instead developing the golf course land at Haywards Heath and leave our wildlife alone on this already cramped area of Burgess Hill.

<b>36</b>	<b>Mrs D Forester</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/36/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

I am a resident of Ditchling, a very nice place to be, were it not for the volume of traffic passing through the village at all times. This development will exacerbate this problem, and seriously affect the rural setting and wildlife in this area.

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It represents the loss of valuable food-producing land.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints. Brown field sites in existing settlements should be used before greenfield sites like this one.
- Affordable housing in an area with little or no public transport would be non-viable.
- Pressure on already over subscribed amenities- roads, transport, doctors surgeries, schools, public transport would be unsupportable.

I hope and trust you will reject this dis-proportionately huge development.



87	Ms H Fortune	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/87/1	Type:	Object
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I am objecting to site allocation s SA12 and SA13 (pages 34-37), the field south of folders lane, Burgess Hill because:

- Traffic in this area (folders lane, keymer road is currently horrendous during peak times and the addition of more housing would only increase the problem
- No infrastructure to support the housing ie schools, doctors, dentists, recreational areas
- Site is full of many protected wildlife species eg bats, adders, slow worms, great crested newts, cuckoos, barn owls
- This area is already saturated by new housing developments and it is ruining the reason why many original Burgess Hill residents enjoy living here

506	Mr & Mrs C & A Fox	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/506/1	Type:	Object
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We are residents of Ditchling, & see that there are plans for over 300 new houses on the fields south of Folders Lane Burgess Hill.

Having seen a huge rise in the traffic through Ditchling in the past few years.( It can take up to 25 minutes to drive from one end to the other, )

We feel that Ditchling can”t take any more traffic, which your plans would certainly cause. We will just grind to a halt.

It is understood that no relevant traffic study has been carried out, to support this development , even though this is a requirement.

This is vital when considering the flow of traffic through our village.

How sad it would be if all our villages are to be swallowed up and merged into Burgess Hill.

852	Mrs W Fox	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/852/1	Type:	Object
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I was horrified to read about a new building development south of Folders Lane. It will mean a huge lossof beautiful natural countryside. Therefore the wildlife living there will be lost forever. It would also seriously erode the strategic gap between Burgess Hill and the villages south of it.

Therefore I am objecting to Site Allocation SA12 and SA13 (pages34-37, the fields south of Folders Lane) because it would cause irreparable harm to the setting of the South Downs National Park.

**1124** **Mrs V Francia** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

1. The site is full of protected wildlife for which adequate protection would be impossible including adders, great crested newts, bats, slow worms, cuckoos and barn owls.
2. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and harm the setting of the SDNP

**1151** **Mr D Francis** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am writing to object to site allocations SA12 and SA13 (the fields south of Folders Lane) being allocated for housing for the following reasons:

There are already a number of new housing sites under construction in Burgess Hill and we don't need any more.

The current infrastructure in the town (roads, railway, schools etc.) is already struggling to cope under this current pressure and will continue to do so if more housing is built.

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by Mid Sussex District Council in their three previous overviews of the area where they consistently rejected the idea of the development (SHELAA's 2007, 2012 and 2013).

The development would seriously erode the natural and already fragile strategic boundary between Burgess Hill and the villages to the south of the town.

The site is full of many protected wildlife species for which adequate protection would be impossible.

It would cause irreparable damage to the setting of the South Downs National Park.

219	Mr M Franey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/219/1	Type:	Object
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I would be grateful if you could accept this response as my objection to the development plan south of Folders Lane.

The area has already been impacted by intense development which has impacted the lives of residents through increased traffic, delayed commuting times, high levels of obstructive parking and added pressure on an already buckling infrastructure.

I've lived in the area for 15 years and seen the impact that further development will bring. I'd like to know if the developers or council have modelled or studied the impact that increased traffic would have on the area. I believe in the past this was a reason for previous plans to be rejected.

The addition of another 343 houses will, in my opinion, also cause further irreversible harm to the South Downs National Park. This progressive policy has my full support but it calls into question whether it is fit for purpose if councils can simply run roughshod over it.

The environmental impact of such a big development also needs to be taken more into account. It is noticeable how, over two decades, the numbers of naturally occurring wildlife have fallen: owls, bats and snakes were once commonplace. They're now a rarity. How desperately sad...

One of the great strengths of this area is the individual character of its historic and ancient villages and towns. A development like this threatens their very existence and would simply increase the chance that we become a large, amorphous area of development. Sussex deserves better and more sympathetic development plans. It really is that simple. Please turn down this plan. Thanks.

467	Ms M Franklin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/467/1	Type:	Object
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Impact on already congested area, currently subject to multiple new housing developments. Lack of infrastructure to cope with increased demand of population and traffic. Damage and erosion of greenfield site, with harmful consequences for protected wildlife.

1232	Mr N Franklin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1232/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 because-

These sites are the home to many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers. I've seen some of these myself. I can't see how there can't possibly be a better option, rather than destroying such vital habitat.

Have you ever travelled down Folders Lane at 8am in the week? It's terrible. This traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck. It is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. It would be an increased risk to pedestrians especially children trying to cross the Keymer rd. Also access lines and points along Keymer/Ockley lane are dangerous and would be even Worse with increased traffic.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already. This is coalescence and local councils shouldn't be building in such areas. it is already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints. You are not telling me that none of those sites would be better suited?

<b>241</b>	<b>Mr C Franks</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/241/1	<b>Type:</b>	Object			

My objection is that already with the Northern arc and with developments already agreed in Hassocks that will access Keymer Road there is ample , if not too much , land already allocated in this area to Housing, where the infra structure of roads, schools, GP's and hospital facilities can't cope with current needs, let alone even more. Our local hospital's have the longest waiting times for routine operations and cancer treatment are already some of the worst in the country.

The site would serious add to the erosion of the boundary between Hassocks and Burgess Hill.

The roundabout with Folders Lane and the road into Burgess Hill, Keymer Road are so congested during the morning rush hour(s) that the traffic now backs down past Kingsway to the hump back railway bridge in Folders Lane. More traffic will push the traffic jam back to the main large roundabout and block North / South traffic on the Ditchling Common roundabout. This will probably start to happen when the new large development at Folders Grange begins to be occupied.

For the Northern arc you are developing a cohesive plan with some proper infrastructure, new roads , schools and GP facilities but you seem to have a piecemeal approach in South BurgessHill/Hassocks where you have no infrastructure plan for essential public support services or for dealing with the road system which is basically the lane system of the 18th Century. You have been agreeing developments which in total in this area of South Burgess Hill, Hassocks, which is vitally adjacent, exceed a 1,000 properties but where is the infrastructure? What about the new Housing at Keymer tile works entering Kingsway to Folders Lane to get into Burgess Hill

These sites should not have been developed in this piecemeal way, but to add yet more is negating the concept of Planning.

I am staggered that after rejecting these ideas in 2007, 2013 and 2016, they appear to have been popped back in at the last minute, yet again.

Get the Northern Arc sorted. Get to see what the post Brexit economy looks like , before you start to develop piecemeal sites in South Burgess Hill. When the above is done you can review the situation. But unlocking land for speculative development now is plainly wrong.

The area is adjacent to the South Downs National Park and surely your plans are not to fill every gap up to its borders where the protection of the South Downs National Park kicks in. Mid Sussex must surely be interested in protecting the environment itself. I personally have seen deer, and heard owls on these sites

Resist the developers pressure as you have done before and reject SA12 and SA13

<b>275</b>	<b>Ms J Fulton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/275/1	<b>Type:</b>	Object			

Leave green space and stop further developmentin this area

<b>52</b>	<b>Mrs F Fyshe</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/52/1	<b>Type:</b>	Object			

I object most strongly to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

1. The strategic gap between Burgess Hill and Ditchling/Keymer/Hassocks would be seriously compromised. A stop must be drawn somewhere otherwise each individual planning application that is approved will be used as a precedent for the next until there is no gap or natural environment left to protect to the great loss of Burgess Hill and the Downland villages.
2. The area includes ancient species-rich wildflower meadows and wetland which are rare and should be protected as a national let alone a local priority. Until the land was transferred into the hands of the developers it was managed as a wildflower meadow with no grazing taking place but this practice has been totally disregarded and the land is now being grazed throughout the spring and summer to deliberately disrupt the natural cycle of the wildflower species being allowed to germinate, grow and seed. A deliberate act to reduce the grounds botanic diversity and status as one of the remaining 3% of the country's original wildflower meadows. The wetland to the south is also of high value on every level of both flora and fauna.
3. There has been no relevant traffic study carried out to support the development of this area even though this was an MSDC requirement in the three previous assessments of the area in 2007, 2013 and 2016 when on each occasion development was rejected.
4. The site provides a home for many protected wildlife species (adders, slow worms, great crested newts, bats, cuckoos, barn owls) for which alternative sites are not available.
5. The development would be extremely harmful to the immediate setting of the South Downs National Park by reducing the minimal undeveloped zone between Burgess Hill and the Park and increasing the density of housing and population next to it.
6. There are other more suitable sites available and deliverable on which an equivalent or higher number of units could be developed which would not damage the environment to anything like the same extent

<b>376</b>	<b>Mrs J Gander</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/376/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

As a resident in Folders Lane I am extremely concerned about the further increase in traffic and that there has been no relevant traffic study carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) There are already frequently huge tail backs of traffic trying to get into the town and this development will only serve to make it much worse.

The proposed site includes many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

The strategic gap between Burgess Hill and the villages to the south will be further and seriously eroded as well as having a significant impact on the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>1159</b>	<b>Mr P Gander</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1159/1	<b>Type:</b>	Object			

Over the past ten years, Folders Lane has been destroyed by increased traffic and over development. It cannot sustain any further building. Traffic pollution has increased and traffic delays along this once quiet lane has slowly destroyed the once charming aspects of this part of Burgess Hill.

It cannot sustain any further house building and traffic.

**1191** **Mrs J Gander** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

Then use any or all of the following points - in your own words if possible:

I understand the alternative site in Haywards Heath, ID 503 is available for development, and the developers ready to start begin work, and the golf club want to move.

The developers are able to provide infrastructure to go with the development, not being offered at the proposed Burgess Hill site, although the current services are seriously over stretched.

The haywards heath site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

**1238** **Mrs R Gaskell** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am extremely concerned about the volume of traffic coming through ditchling as it is already a huge problem.

**1150** **Mr T Gaskell** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because I live just south of Ditchling where there’s another development taking place in the field in front of us. My main objection is the traffic chaos that I believe will come as a result of placing so many new houses south of Burgess Hill. The village is hardly coping with the traffic now and I’m sure it would descend into traffic madness should this development happen as it is obvious a large amount of traffic would be south through the village to Brighton and elsewhere. It will make living or driving through Ditchling a nightmare

**249** **Ms T Gates** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 pages 34-37, the fields south of Folders Lane, Burgess Hill, because of the lack of traffic study. Living on the mini-roundabout at the junction of Keymer Road and Folders Lane - we can attest to an unacceptable level of through traffic, in terms of volume, air pollution and noise. This route will be the obvious entrance into the town and will impose a serious adverse impact on local residents both in terms of air quality and enjoyment of the local area.

There are other more suitable sites that are available and deliverable that make more sense, from a viability and ecological standpoint.

<b>106</b>	<b>Mr T Gautrey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/106/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- It would make a bad traffic situation even worse, the traffic in Burgess Hill is already leading to jams and delays, particularly in the centre with its narrow roads and bad parking. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- There is already a narrowing of the gap between Burgess Hill and Hassocks
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>247</b>	<b>Ms E Gautrey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/247/1	<b>Type:</b>	Object			

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints. We must protect the wildlife we still have for future generations and the biodiversity.



<b>32</b>	<b>Mr M Gayler</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/32/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments:

- \* 2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”
- \* 2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)
- \* 2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part of Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it’s fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill)).

The proximity of the sites to the South Downs National Park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the prosed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

<b>277</b>	<b>Mr J Gelnar</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/277/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because this will permanently harm the environment and wildlife of the South Downs National Park. The traffic outside my parents house is already extremely heavy and this would no doubt increase local traffic. Furthermore I understand that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

945	Mr S Gelnar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/945/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because this area is outside the Town Development Plan and there are more suitable sites providing an equivalent or higher number of houses.

This area is a great natural wildlife area and all the eminent naturalists, including David Attenborough, are very concerned about the destruction of our natural heritage. The Sussex Biodiversity Records Centre's recent survey has confirmed a large number of endangered species. As Planners do you have no heart for the protection of our precious wildlife? Or are you only influenced by money and pressure from the developers?

The pasture is ancient and contains many old, natural plant species that are supported by the clay structure of the land which drains down to a boggy area offering further diversity in plant species.

The developers, as soon as they acquired the land, destroyed the ancient hedgerows in an attempt to clear the area without obtaining permission. It would appear that the hedges have been only partly reinstated and not maintained.

Traffic is a serious problem in the Folders Lane area and we already have great difficulty exiting our drive on to Keymer Road because of the amount of traffic, especially at busy times, rush hour and school collection. The roundabout at the junction with Folders Lane is an increasing bottleneck, the traffic backing up all the way to the town centre, along Folders Lane and down Keymer Road. The road system is not suitable for all the additional traffic that developments to the south and east of Burgess Hill would create. The roads are already over congested and this is before the already approved developments in Hassocks. Any additional developments would make it a traffic nightmare.

The footpaths alongside Keymer Road south of the Folders Lane roundabout are of insufficient width for the safety of pedestrians, wheelchair users and children' buggies.

When trimming our hedge I am horrified how far large wing mirrors overhang the pavement. These are just at the right height to hit a child's head. We are also horrified to learn that you intend to put a footpath alongside our house and garden, destroying our privacy.

Where are all the additional children going to school? Has the local primary school sufficient capacity? The secondary schools are in the town centre and to the north which would result in a large number of extra cars, with people taking their children to school.

The nearest doctors' surgeries are in the town centre and do they have the capacity for more patients?

People going to work are going to be travelling in cars or by train. Is there sufficient parking in Burgess Hill? At the station? Is there sufficient employment?

The strategic gap between Burgess Hill and the villages to the south will be further eroded, already affected by the 500 houses planned for Clayton Farm. This area is so lucky to enjoy the views of the South Downs National Park and more development in the Folders Lane area would cause unbelievable harm.

David Attenborough says "we now live in one of the most nature depleted places on the planet" (UK)

1189	Mr S Gelnar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1189/1	Type:	Object
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I am again objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

This site ID 503 is available and the developer promoting the site is ready to start. The landowners would like to make it available for housing and the users of the site, the Golf Club, want to move! The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers for site ID 503 are sensibly planning site infrastructure, at least a school and doctors' surgery. These are not included in the proposals for sites SA12 and SA13, despite the need for these.

It makes no sense to develop sites SA12 and SA13 when it will totally destroy the wildlife in the area and cause immeasurable traffic problems in the area and the town. We must keep our strategic gap between Burgess Hill and the villages to the south. Haywards Heath Golf Club is a man made site, ready to take up to 900 houses. Burgess Hill is already getting more than its fair share of the housing allocation.

1143	Mr J Gelnar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1143/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The golf club wants to move location and the site ID 503 is suitable for immediate housing development, reducing the pressure to develop greenfield sites such as the fields south of Folders Lane. Furthermore the developers have included necessary infrastructure including a school and doctor's surgery in their planning.

This would seem to be a much more suitable site and provide a larger number of houses than the development in Burgess Hill.

518	Mr T Gelnar	Organisation:		Behalf Of:		Resident
Reference:	Reg18/518/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <ul style="list-style-type: none"><li>•The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.</li><li>•The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck and is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It can't cope with the volume of traffic now and any additional traffic from Sites SA12 &amp; SA13 will significantly increase the risk of serious accidents for both pedestrians and vehicles. This will also cause further delays and increase environmental damage as vehicles queue for a long time with their engines running.</li><li>•It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.</li><li>•It would cause irreparable harm to the setting of the South Downs National Park</li><li>•There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints</li></ul>						

517	Mrs J Gelnar	Organisation:		Behalf Of:		Resident
Reference:	Reg18/517/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <ul style="list-style-type: none"><li>•The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.</li><li>•The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck and is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It can't cope with the volume of traffic now and any additional traffic from Sites SA12 &amp; SA13 will significantly increase the risk of serious accidents for both pedestrians and vehicles. This will also cause further delays and increase environmental damage as vehicles queue for a long time with their engines running.</li><li>•It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.</li><li>•It would cause irreparable harm to the setting of the South Downs National Park</li><li>•There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.</li></ul>						

953	Mrs C Gelnar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/953/1	Type:	Object
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I am objecting to site allocations SA12 AND SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because as a resident in Keymer Road, choosing to live 15 minutes walk from the station but on the edge of beautiful countryside, I cannot believe that these fields could possibly be reconsidered for development, for all the reasons that have previously been given (and accepted) - and more.

My top priority for opposing this development is nature - the fields are full of many endangered species which are supposed to be protected, as confirmed by the Sussex Biodiversity Records Centre. We have personal experience of bats near our house, Great Crested Newts, Barn Owls, Cuckoos, slow worms, Tawny Owls, falcons and we understand there are also adders, ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

Their homes would be gone forever, together with rare, natural grasses, hedgerows, trees, orchids and other flora. David Attenborough is at the forefront of conservation, stating that "We now live in one of the most nature-depleted places on the planet" (UK).

HOW ABOUT BURGESS HILL LEADING THE WAY FOR A NATURE RECOVERY NETWORK (as suggested by David Attenborough), conserving what wild areas we already have and making the fields part of the Burgess Hill Green Circle (ie. a genuine circle around Burgess Hill).

Traffic is dense in the Folders Lane area, especially at busy times, rush hour and school deposit and collection times. It is frequently difficult for us to leave our drive due to density of traffic. The Folders Lane roundabout is a bottleneck and traffic backs up for a considerable distance south down Keymer Road, up to the Girls' school and beyond and all the way along Folders Lane. Additional traffic from Sites SA12 and SA13 would cause even greater problems, together with the Clayton Farm planned development of 500 houses. We understand that the traffic study commissioned by MSDC is flawed, contains errors and did not "study" the crucial Folders Lane-Keymer Road junction.

I am proud to be living next to the South Downs National Park and the beauty of this setting would be ruined by further housing on this side of Burgess Hill, threatening the fragile strategic gap between Burgess Hill and the villages to the south.

I understand there are other more suitable sites which are available, deliverable, being able to be developed very soon, providing an equivalent or higher number of units without any of the above constraints. Please consider these sites and save our beautiful, wild side of Burgess Hill for what is already living there.

"What's the use of a fine house if you haven't got a tolerable planet to put it on" Henry David Thoreau, ecologist and environmentalist

1188	Mrs C Gelnar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1188/1	Type:	Object
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I am objecting to Site Allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

Site ID 503 is available now and the owners of the land want to make it available for housing.

The Golf Club using the site want to move and the developer promoting the site is ready to start.

The site could provide more housing than MSDC are currently proposing. This would reduce the pressure on greenfield sites being developed as part of the District Plan.

The developers are planning site infrastructure including a school and doctors' surgery, in their proposals for site ID 503. Sites SA12 and SA13 do not include these though desperately needed in any future development.

The sites proposed to the northwest of Burgess Hill sensibly include infrastructure.

Please consider these very valid points and save the wildlife in our ancient field system south of Folders Lane.

1140	Mr L Gill	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1140/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

Objections:

The site ID 503 is available and the owners of the land would like to make it available for housing.  
The developer promoting the site is ready to start.  
The current users of the site, the Golf Club, want to move.  
The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.  
The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed

1139	Mr D Gillett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1139/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

This area is open countryside and is important for wildlife and development of these fields is unsustainable. This coupled with the lack of infrastructure and the additional burdens on the road system, schools and local services makes the site wholly unsuitable for 350 additional homes.

1219	Mrs N Gillett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1219/1	Type:	Object
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I am object to site allocations SA12 and SA13 (pages 34-37) and the inappropriate development of 343 houses on fields south of Folders Lane. These fields (sites SA12 and SA13) should not be allocated for housing because there still hasn't been a proper traffic analysis undertaken on the Folders Lane. At rush hour (particularly in the morning) the queues of traffic on Folders Lane can easily go back as far as Kings Way and sometimes further. Add a potential 300+ cars and it will be grid lock which could lead to dangerous traffic conditions. The relevant traffic study has not been carried out despite the fact that MSDC have it as a requirement. As you know MSDC when looking at previous overviews of this area, have rejected development ideas based on inadequate traffic plans (SHELAA's 2007, 2012 and 2013).

There are other sites more suited to providing housing which can meet the requirements without these constraints. Further development here would be overkill and would erode the strategic gap between Burgess Hill and the other villages to the south of the town. A large housing estate could cause irreparable harm to the rural country setting of the South Downs National Park which we overlook. We enjoy the local wildlife including cuckoos, barn owls and bats - it would be hard to protect these species if the fields were developed.

**298** **Mr K Gladman** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocation SA12 and SA3(pages 34 -37), the fields south of Folders Lane, Burgess Hill, because:

It will erode the strategic gap between Burgess Hill and the villages to the south.

No relevant traffic study has been carried out and increased traffic will affect the residential areas of Hassocks, particularly Grand Avenue, Ockley lane and Keymer Road, which are already being used as a rat run.

There are more suitable areas for development which are available and will not have an adverse effect on their surrounding areas.

There is insufficient public transport infrastructure to support this development.

There are insufficient school places available in all local areas to support this development.

There are insufficient medical facilities available in all local areas to support this development.

**1131** **Mrs V-J Gooding** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to the site allocations SA12 and SA13 ages 34-37 because the traffic infrastructure of this area of the town has not been assessed. Access into the town and the A23 is restricted by the town centre, including the new town centre development, and the railway bridge. Currently tariff between 8am and 9am queues far beyond the Folder Lane junction of Keymer Road and any more housing would make this impossible to navigate. The situation is made worse by the the schools in this area. Any traffic works on the railway bridge totally cut off this end of town from access to the town centre and the A23 forcing traffic onto the already over congested Junction Road and Mill Road. A raid traffic survey needs to be carried out urgently prior to any further discussion of this development allocation

**1172** **Mrs C Gough** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 - 37), the fields south of Folders lane, Burgess Hill, because:

The volume of traffic getting in and out of this area of Burgess Hill is horrendous. It takes about 15 minutes and much longer, when it rains, to get from mid way Folders Lane to the top mini roundabout on Keymer Road. This is unacceptable.

No relevant traffic study has been carried out despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of any development.

**568** **Mr A Goulstone** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

More houses are being built in Burgess Hill without any infrastructure in place. Most people that purchase these properties work in London and therefore will commute from Burgess Hill station. My street in Oak Hall Park is currently a station car park used as free parking from Monday to Friday. They don't respect the residents and park inappropriately, sometimes blocking dropped pavement curbs and driveways. The council is not doing anything about this. Also Burgess Hill doesn't have a proper shopping centre and therefore there is nowhere for these people to go. Traffic will become worst and it will be a nightmare to live in this town. Stop building more houses please.

**523** **Mr & Mrs C Gowlett** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37),the fields south of Folders Lane, Burgess Hill because:

The traffic study commissioned by MSDC is flawed, contains errors,and did not "study" the crucial Folders Lane-Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from sites SA12 & SA13. It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south-already compromised by the 500 houses planned for Clayton farm It would cause irreparable harm to the setting of theSouth Downs National Park There are other more suitable sites which are available The site is also full of many internationally protected wildlife species

**525** **Mr C Gowlett** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane Burgess Hill because:

The traffic

**900** **Mr M Graham** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because the site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraint



<b>555</b>	<b>Mr M Green</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/555/1	<b>Type:</b>		Object	

I object to Sites SA12 and SA13 being allocated for housing.

There is no need to build on this greenfield site - there are more suitable sites elsewhere in Mid Sussex without the constraints that make SA12 and SA13 completely unsuitable.

Developing this site is unsustainable and conflicts with the NPPF and District Plan. Reasons for this include:

1. Building here will cause traffic gridlock without a southern relief road - as identified by Atkins in 2005. Traffic is one reason why this site was assessed as unsuitable in 2007, 2013 and 2016 and is even more so now as there are more houses in the local area. The SYSTRA transport study should have counted traffic not just modelled, and should have looked at the key Folders Lane / Keymer Road junction which is ignored.
2. There is no other infrastructure to support this - school places and doctors surgeries are already oversubscribed, if people have to drive across town to access schools and doctors this causes more traffic and is unsustainable and polluting.
3. The site has irreplaceable ecological value and must be protected - it contains protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos, barn owls.
4. The site has irreplaceable landscape value and must be protected - SA13 is a historic field system with many ancient trees and hedgerows for which MSDC has a legal duty of care.
5. Building on Sites SA12 and SA13 would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south, which is already reduced by the strategic allocation at Clayton Mills.
6. It would cause irreparable harm to the setting of the South Downs National Park.
7. Access to the Persimmon portion of the site appears to be via a dangerous junction (Broadlands / Keymer Rd). Safe visibility splays cannot be achieved here, it is dangerous as you have to stick the nose of your car right out into the road to see before turning out, and there have been recent accidents on Keymer Road.

<b>556</b>	<b>Mrs A Green</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/556/1	<b>Type:</b>	Object
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I object to Sites SA12 and SA13 being allocated for housing.

There is no need to build on this greenfield site - there are more suitable sites elsewhere in Mid Sussex without the constraints that make SA12 and SA13 completely unsuitable.

Developing this site is unsustainable and conflicts with the NPPF and District Plan. Reasons for this include:

1. Building here will cause traffic gridlock without a southern relief road - as identified by Atkins in 2005. Traffic is one reason why this site was assessed as unsuitable in 2007, 2013 and 2016 and is even more so now as there are more houses in the local area. The SYSTRA transport study should have counted traffic not just modelled, and should have looked at the key Folders Lane / Keymer Road junction which is ignored.
2. There is no other infrastructure to support this - school places and doctors surgeries are already oversubscribed, if people have to drive across town to access schools and doctors this causes more traffic and is unsustainable and polluting.
3. The site has irreplaceable ecological value and must be protected - it contains protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos, barn owls.
4. The site has irreplaceable landscape value and must be protected - SA13 is a historic field system with many ancient trees and hedgerows for which MSDC has a legal duty of care.
5. Building on Sites SA12 and SA13 would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south, which is already reduced by the strategic allocation at Clayton Mills.
6. It would cause irreparable harm to the setting of the South Downs National Park.
7. Access to the Persimmon portion of the site appears to be via a dangerous junction (Broadlands / Keymer Rd). Safe visibility splays cannot be achieved here, it is dangerous as you have to stick the nose of your car right out into the road to see before turning out, and there have been recent accidents on Keymer Road

<b>191</b>	<b>Ms S Greenhalgh</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/191/1	<b>Type:</b>	Object
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I object due to the traffic currently experienced on the Folders Lane/Keymer Road junction. This problem will only increase once all the housing is completed on the current Kings Way and Folders Lane developments. The road system will not cope with a further additional increase from SA12 & SA13. The level of traffic that the site would produce would make the proposed junctions unsafe and add to the queues of traffic already in this area.

I understand that development on the area covered by SA12 and SA13 has already been rejected 3 times (SHELAAs 2007,2012,2013

<b>1205</b>	<b>Mr M Greenhalgh</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1205/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

This land is green belt with ancient hedges and field system and should not be destroyed.  
It is not possible to add more traffic to the overloaded road system in and out of Burgess Hill.

There are other sites in the Mid Sussex area which would be more suitable e.g. Haywards Heath Golf Course, the site known as ID 503.

Burgess Hill can't cope with any further development.

<b>919</b>	<b>Mr R Griffin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/919/1	<b>Type:</b>	Object			

I feel the application for sites SA12 and SA13 are not suitable for approval as the junction at keymer road and folders lane cannot cope with this increase. The traffic survey carried out by MSDC must be seriously flawed. The strategic gap between hassocks and burgess hill is already being seriously compromised by the Clayton mills development.

<b>579</b>	<b>Mr T Griffiths</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/579/1	<b>Type:</b>	Object			

I am objecting to site allocations S12 and SA13 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because:

- The consequent extra traffic, both from construction and eventual residents, will cause further congestion to already overstretched local roads. No relevant traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three previous overviews of the area, where they repeatedly rejected the concept of development (SHELAA's 2007, 2012 and 2013).
- It would further erode the habitats of protected wildlife.
- It would place further burdens on already stretched support infrastructure; amenities and services, including power, water and waste management.

The area around Burgess Hill has already had more than its fair share of new developments, and more will put at risk its character and attractiveness, not least that of the South Downs National Park.

1243	Mrs K Griffiths	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1243/1      Type: Object

I wish to OBJECT to elements of MSDC Site Allocations- scrutiny version.

1.1 The Burgess Hill allocations of 43 dwelling at SA12 and 300 dwellings at SA13 appear to be a desktop exercise in allocating land contiguous with the existing boundary without any thought as to the practicalities of living with such development.

1.2 The cumulative traffic from SA12 and SA13 and SA16 using B2113 from Folders Lane through to London Road needs to be assessed, and not just increased traffic movements from each site.

Anyone currently using these roads at peak times is aware these roads are already congested to a standstill along the entire length of B2113, a major link in connecting east and west Burgess Hill.

1.3 The B2113 has no capacity to be widened to accommodate a bus lane or enable enlargement of existing and already inadequate mini roundabout at Folders Lane/Keymer Road.

1.4 Widening the highway at Hassocks does not offer a solution to a traffic problem MSDC will have created further north at Burgess Hill and these roads do not appear to have been earmarked for highway safeguarding in Appendix E of the DPD .

1386	Mrs E A Griffiths	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1386/1      Type: Object

Object (no attachment received)

202	Ms L Griffiths	Organisation:		Behalf Of:		Resident
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Reference: Reg18/202/1      Type: Object

I m objecting to site allocations SA12&SA13 pages 34-37 the fields south of Folders Lane, Burgess Hill because:

It will erode the gap between Burgess Hill and the villages to the south and this will also affect the protected wildlife species that inhabit this area.

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area, where they rejected the idea of development (SHELAAs 2007,2012 & 2013).

Folders lane and Keymer road are the main roads into Burgess Hill from the southeast and are both already struggling with heavy traffic due to current and recent housing stock expansion. The current infrastructure will NOT COPE with more developments.

1170	Mrs G Griffiths	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1170/1	Type:	Object			

Sites SA12 & SA13 are unsuitable and unsustainable for development because:

§ In each of their many previous assessments MSDC have always come to the conclusion that the fields to the South of Folders Lane are unsuitable for development.

§ In the one assessment of the sites by a Government appointed Inspector the sites were clearly stated as being unsuitable for development.

§ Development of these sites would be in clear contravention of several policies in the adopted Mid Sussex District and Burgess Hill Neighbourhood Plans.

§ The assessment process carried out by MSDC was inaccurate and flawed.

§ There are other much more suitable sites available including the Haywards Heath Golf Course (ID 503).

§ The overall ecological importance of the sites makes them unsuitable for development.

§ The sites are known to contain many internationally protected species, including seven different varieties of bats, the habitats for which would be irreparably harmed.

§ To allow development on sites SA12 & SA13 would contravene environmental protection laws, and cause a devastating and irreversible loss of habitat.

§ The traffic study commissioned by MSDC to examine the sites selected by them is grossly flawed as it does not address the problem roundabout at the Junction between Folders Lane and Keymer Road

§ The suggestion by MSDC’s consultants that the removal of the roundabout at Hoadleys Corner and replacing it with traffic lights will solve the traffic problems in eastern Burgess Hill is ludicrous. It will slow traffic flow and increase pollution.

§ Prior to the decision on the selection of sites MSDC should have approached WSCC for an assessment of the impact of the potential sites on traffic problems. It could be construed they did not do this because WSCC have always maintained that the Folders Lane / Keymer Road junction is already handling traffic beyond its capacity.

§ The SDNP have strongly argued in August 2019 that development of these sites would irreparably be harmful to the setting of the SDNP.

§ Development at these sites would irreparably harm the already fragile strategic gap between Burgess Hill and the villages to the south.

§ No additional infrastructure (including doctors surgeries and schools) has been put in place despite promises to do so in the south-eastern quarter of Burgess Hill in the past 12 years despite massive developments in the area being built or currently under construction amounting to over 1400 homes. These include the Keymer Tileworks, the fields to the east of Kingsway, Folders Farm, Folders Meadow and Folders Keep housing estates and several small closes nearby including Willowhurst, Folders Gardens, Oak Grange, Wintons Close, Thornhust and Potters Kiln.

1169	Mr D Griffiths	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1169/1	Type:	Object			

Sites SA12 & SA13 are unsuitable and unsustainable for development because:

§ In each of their many previous assessments MSDC have always come to the conclusion that the fields to the South of Folders Lane are unsuitable for development.

§ In the one assessment of the sites by a Government appointed Inspector the sites were clearly stated as being unsuitable for development.

§ Development of these sites would be in clear contravention of several policies in the adopted Mid Sussex District and Burgess Hill Neighbourhood Plans.

§ The assessment process carried out by MSDC was inaccurate and flawed.

§ There are other much more suitable sites available including the Haywards Heath Golf Course (ID 503).

§ The overall ecological importance of the sites makes them unsuitable for development.

§ The sites are known to contain many internationally protected species, including seven different varieties of bats, the habitats for which would be irreparably harmed.

§ To allow development on sites SA12 & SA13 would contravene environmental protection laws, and cause a devastating and irreversible loss of habitat.

§ The traffic study commissioned by MSDC to examine the sites selected by them is grossly flawed as it does not address the problem roundabout at the Junction between Folders Lane and Keymer Road

§ The suggestion by MSDC’s consultants that the removal of the roundabout at Hoadleys Corner and replacing it with traffic lights will solve the traffic problems in eastern Burgess Hill is ludicrous. It will slow traffic flow and increase pollution.

§ Prior to the decision on the selection of sites MSDC should have approached WSCC for an assessment of the impact of the potential sites on traffic problems. It could be construed they did not do this because WSCC have always maintained that the Folders Lane / Keymer Road junction is already handling traffic beyond its capacity.

§ The SDNP have strongly argued in August 2019 that development of these sites would irreparably be harmful to the setting of the SDNP.

§ Development at these sites would irreparably harm the already fragile strategic gap between Burgess Hill and the villages to the south.

§ No additional infrastructure (including doctors surgeries and schools) has been put in place despite promises to do so in the south-eastern quarter of Burgess Hill in the past 12 years despite massive developments in the area being built or currently under construction amounting to over 1400 homes. These include the Keymer Tileworks, the fields to the east of Kingsway, Folders Farm, Folders Meadow and Folders Keep housing estates and several small closes nearby including Willowhurst, Folders Gardens, Oak Grange, Wintons Close, Thornhust and Potters Kiln.

199	Ms O Gunn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/199/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park

198	Ms I Gunn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/198/1	Type:	Object
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The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

197	Mr M Gunn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/197/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC.  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

196	Ms D Gunn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/196/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>330</b>	<b>Ms D Gunn Ballard</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/330/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of folders Lane, Burgess Hill because it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. It would also cause irreparable harm to the setting of the South Downs National Park.</p> <p>It would also mean a huge increase in traffic on roads, which are already close to being paralysed, without mentioning the damage to the historical buildings and road safety, in Ditchling village. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013).</p> <p>There are other more suitable sites which are available which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>359</b>	<b>Mrs J Gwynn</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/359/1	<b>Type:</b>	Object			
<p>Objection to sites SA12 and SA13 being allocated for housing.</p> <p>Many reasons including damaging wildlife habitat, no traffic study has been conducted to support it, would harm the landscape, and housing is rapidly spreading towards/into surrounding villages</p>						

<b>140</b>	<b>Mr J Gwynn</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/140/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because</p> <p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</p> <p>It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</p> <p>It would cause irreparable harm to the setting of the South Downs National Park</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						



**1207** **Mr J Gwynn** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is a more appropriate location and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

**129** **Mr A Hack** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 to 37), the fields south of Folders Lane for a number of reasons:

1. The road infrastructure in this area can barely cope with the additional use from the new estate in the old tile works now without adding to it.
2. The environmental impact on the wildlife and the South Downs National Park caused by the construction and additional traffic.
3. The Northern Arc Development has more than enough for the town and we don't need further development elsewhere.

**108** **Ms S Hack** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Other relevant site would be far more appropriate,

Closes the gap between Burgess Hill and villages to the South of the town,

Potential harm to the South Downs National Park and impact on views, implications for drainage etc,

Harm to wild life that are identified as living in this area,

Where is the traffic study identifying the impact that the extra traffic would have, as identified as being required by MSDC?

1268	Mr F Hackett	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1268/1      Type: Object

SA12 and SA13 (Pages 34 =37) While the Haywards Heath Golf Course can accompany far more houses, and provide badly needed infrastructure and the current owner is willing to sell I see no possible reason why the Burgess Hill area should be subjected to a vast increase in the volume of traffic which is already totally unacceptable, particularly on Folders Lane I can only assume that the well-heeled golf-playing Haywards Heath councillors don't want the hoi-polo interfering with their game.

388	B Hall	Organisation:		Behalf Of:		Resident
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Reference: Reg18/388/1      Type: Object

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- \* No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- \* The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- \* It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- \* It would cause irreparable harm to the setting of the South Downs National Park
- \* There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

384	Ms S Hall	Organisation:		Behalf Of:		Resident
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Reference: Reg18/384/1      Type: Object

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

1. There is no relevant traffic study that has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
2. The site is full of a great many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause irreparable harm to the setting of the South Downs National Park
5. Finally, there are other more suitable sites which are available and deliverable and which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>742</b>	<b>Mr P Hancock</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/742/1	<b>Type:</b>	Object
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I walked along Folders Lane today. This used to be in recent history a quiet location but has been completely changed by the massive development south of that lane. I believe there are still major problems with the whole scale development carried out in the face of many objectors. There are serious problems with drainage and today the ditches are virtually full and you were warned of this problem. There are also problems in that it is dangerous to join Folders Lane which has become a high speed road with many people not keeping to the speed limit. More traffic will cause very significant problems when the Jones building works complete.

I am objecting to site allocation SA12 and SA13 as there is a better site at ID503 In Haywards Heath where the prospective developers are keen on development and would provide a school and doctors surgery which are both needed and are not provided in SA12 and SA13.

You should be aware that there is very considerable anger in the way the area South of Folders Lane is being sacrificed.

<b>612</b>	<b>Ms E Hann</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/612/1	<b>Type:</b>	Object
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I am objecting to conserve our wild life on this site they are essential to our eco system and numbers are endangered already.  
Building on this site will also cause us considerable congestion and disruption on Kingsway leading up to the small roundabout on Folders Lane ,it is already a massive problem getting down Cants Lane with parking from residents ,and with the building already going on there how will all the extra traffic cope as it is only a single file road at the moment and causes problems with buses and all traffic.  
I experience all these problems as I live on this estate and especially find the traffic a problem now dread to think what it will be like with all these added houses.

69

Mr C Hardebeck

Organisation:

Behalf Of:

Resident

Reference: Reg18/69/1

Type: Object

I am writing to object to the planned development, under site allocations DPD, SA12 and SA13 (pages 34-37), of 343 houses in the fields south of Folders Lane.

My reasons for objecting are as follows:

#### 1. PREVIOUS REJECTIONS

MSDC have in their three previous reviews rejected the idea of development (SHELAA's 2007, 2012 and 2013)

#### 2. TRAFFIC

a. MSDC in their previous three overviews of the area have also set out a requirement that a relevant traffic study be carried out. NO TRAFFIC STUDY HAS BEEN CARRIED OUT;

b. There are only three roads directly southwards from Burgess Hill; Ockley Lane / Lodge Lane, B2112 and A273. These are all at saturation point during the rush hour with queues at junctions unreasonably long and time consuming to navigate. These roads were designed to take rural traffic and CANNOT \*\* be upgraded to accommodate SAFELY the amount of traffic they currently have to cope with. The result is that these roads, and in particular, Ockley Lane and Spatham Lane (which has become a by-pass road) have become extremely DANGEROUS with serious accidents already occurring.

ANY ADDITIONAL HOUSING IN THE AREA WILL ONLY EXACERBATE THE PROBLEM AND MAKE ROADS MORE DANGEROUS AND ACCIDENT PRONE.

\*\* making a one way system using Greenland Park and Oakhall Park to try and alleviate to take traffic away from the junction of Folders Lane and Keymer Road will accomplish NOTHING. All that will happen is that bottlenecks will be moved elsewhere.

#### 3. WILDLIFE

The site is full of protected wildlife including bats, adders, slow worms, great crested newts, cuckoos and barn owls. Their habitat would be destroyed and no protection would be possible.

#### 4. COUNTRYSIDE GAP

The gap between Burgess Hill and Hassocks and Ditchling would be further eroded resulting eventually in a 3 town conurbation (but 4 if Haywards Heath is included). Eventually country life, as we know it, will cease to exist altogether for our children.

#### 5. NATIONAL PARK

The South Downs National Park setting would be irreparably harmed.

#### 6. OTHER SITES

There are other, more suitable, sites available. Development at these other sites would mean:-

a. Better accessibility for cars and buses as the roads have been designed for or are upgradeable to accommodate much greater traffic flows;

b. Much less damage to the environment and peoples' lives.

75

Mr M Harding

Organisation:

Behalf Of:

Resident

Reference: Reg18/75/1

Type: Object

Please can I register my objection to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because the site you have chosen is full of many protected (and more unprotected) wildlife species for which any protection would not be suitable or adequate. There are many species of bats, adders, barn owls, great crested newts and the like as well as an abundance of other species. It is imperative that we protect such open spaces for the health and enjoyment of our current and future generations.

I urge you to consider alternatives. On the west side of Burgess Hill, on the industrial Estate, there are many unused sites – I think you may call them brownfield sites – surely it makes common sense, and economic sense to re-energise sites such as this. We must protect out green open spaces and our National Park – surely nobody thinking straight wants to destroy them or make them smaller.

441

Ms C Hardy

Organisation:

Behalf Of:

Resident

Reference: Reg18/441/1

Type: Object

I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

The traffic is already impossible at rush hour on the Folders Lane and Keymer Road junction, and 343 more houses would seriously increase it by hundreds of extra cars. I am informed that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC and that development of the area has been consistently rejected (SHELAA's 2007, 2012 and 2013)

The fragile gap between Burgess Hill and Keymer is being seriously eroded all the time, and will be made even worse, Villages will soon no longer be villages but towns and that will cause irreparable harm to the setting of the South Downs National Park

The site is full of many protected species of wildlife, for and adequate protection would be impossible

Greenlands Drive and Oak Hall Park to become a one way system? That is a horrendous idea and one which will affect everyone living on this estate. This is a very quiet place to live and a one way system with traffic diverted away from, the Folders Lane/Keymer Road junction would totally ruin that. Oak Hall Park was planned as a residential estate in the 1970's with all the characteristics of a localised community with pleasant open space and road layout that naturally calms the traffic. Possible plans to include, in the heart of the estate, a main way into the town centre will surely destroy the community nature, and effectively slice this estate in half

I am informed that there are more suitable sites available, and deliverable, which would provide equivalent or higher number of units and do not have any of the above constraints

<b>521</b>	<b>Mrs M Harlow</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/521/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields south of Folders Lane Burgess Hill because Folders Lane and Keymer Road are already struggling to cope with rush traffic causing long queues and increased pollution. Has a relevant traffic study which is a requirement applied by MSDC been carried out to support this development?</p> <p>The proposed development would deplete the strategic gap between Burgess Hill and the villages to the south</p>						

<b>426</b>	<b>Mr C Harmes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/426/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 &amp; 13 (pages 34 - 37), the fields South of Folders Lane, Burgess Hill, because:</p> <p>1 There is no current study in regards to the study of traffic to support this thoroughly unnecessary and unwanted development despite this being a requirement imposed by MSDC. There is already far to much congestion of traffic in the area.</p> <p>2 The site is the habitat of many protected species of wildlife for which adequate protection would be impossible to achieve.</p> <p>3 It would seriously erode the already fragile strategic gap between Burgess Hill and villages to the south.</p> <p>4 It would cause terrible harm to the lovely setting of the South Downs National Park</p> <p>5 There many other more suitable sites which are available and deliverable which provide an equivalent or higher number of units that do not any of the above constraints</p> <p>6 I repeat that enough is enough for any further developments in this area which provide nothing for the Town but more inconvenience. The only people that profit from these developments are the developers</p>						

<b>385</b>	<b>Mrs B Harmes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/385/1	<b>Type:</b>	Object			
<p>We will have lost our Green areas for ever if this building goes ahead! Also the traffic is bad now without the extra hundreds of cars trying to drive through the town</p>						

<b>486</b>	<b>Mr I Harradine</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/486/1	<b>Type:</b>	Object
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I wish to object to this application for the following reasons;

a) No relevant traffic study has ben carried out to support this development despite tis being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAS 2007, 2012 and 2013).

b) The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great created newts, cuckoos and barn owls.

c) It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

d) It would cause irreparable harm to the setting of the South Downs National Park.

e)There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and d not have any of the above constraints.

<b>37</b>	<b>Ms S Harradine</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/37/1	<b>Type:</b>	Object
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I am objecting to site allocationsSA12 and SA3 -pages 34-37, which is the fields south of Folders Lane, Burgess Hill, because I believe no relevant traffic study has been carried out to support this extra building works .

Many of our roads have already suffered significant damage because of the lorries which are constantly driving on them.

Neither do I think that enough attention has be paid to the infrastructure of the town as a whole, doctors surgery’s for example are overstretched, traffic is already significantly increased since the development of the old Keymer brickworks and indeed the multi site that is currently being developed opposite it along Kingsway.

So if this proposed site goes ahead which I believe is behind Wintons fisheries then the traffic along Folders Lane and Keymer Road will become even more congested.

Then of course there is the issue of the wildlife which currently reside there. There will be nowhere for them to go so more of our treasured countryside will diminish to nothing.

I understand that we are under obligation to build and provide a certain number of houses within a set amount of time, but I do not understand why with all the other proposed buildings and the sites which have already been agreed and the ones that are underway we have to sacrifice more fields and open spaces to this project.

Sir, please take these emails and letters objecting to this very seriously, as if it goes ahead then I believe serious damage will be done to the setting of the South Downs National Park, and also to Burgess Hill and it’s current residents.

<b>1181</b>	<b>Mr J Harrington</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1181/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields south of Folders lane because:

1/ The site is full of many protected wildlife species for which adequate protection would be impossible, including bats, adders, slow worms, great crested newts, cuckoos and Barn owls.

2/ No relevant traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three previous overviews of the area, where they consistently rejected the idea of developments (SHELAAAs 2007, 2012 and 2013).

3/ The impact of traffic along Keymer road would increase significantly and would be exaggerated by the increase of traffic due to the current new build developments on Cants Lane where traffic comes via Folders Lane onto Keymer Road. This additional traffic would increase the level of noise and vehicle emission pollution, especially during busier periods like rush hour as the queue of traffic at the roundabout at the junction of Folders Lane with Keymer Road will get worse than it already is now.

4/ It would cause irreparable harm to the setting of the South Downs National Park.

5/ There are other sites that would be more suitable and would not have the same level of impact.

<b>94</b>	<b>Mr J Harrison</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/94/1	<b>Type:</b>	Object
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No relevant traffic study has been carried out. It would seriously affect the gap between Burgess Hill and the village's to the south. Cause harm to South Downs National Park. Affect the existing wild life in area

Number of other sites more suitable.

<b>850</b>	<b>Mr I Hawes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/850/1	<b>Type:</b>	Object
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I wish to object to Site Allocations SA12 andSA13 (pages34- 37) the fields south of Folders Lane because it will erode the gap between Burgess Hill and Ditchling. We need to keep these as separate villages.

Also we must prevent the increase of traffic through Ditchling which is already a bottleneck. No traffic study has been carried out to support this development despite this being a requirement byMSDC for development (SHELAAAs2007, 2012and2013).

Please ensure this proposal is rejected.



<b>431</b>	<b>Ms J Hayman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/431/1	<b>Type:</b>	Object			

I am objecting to the planned site allocations to the land south of Folders Lane for a number of reasons, including that other more suitable sites are available which don't have the following issues:

The proposed developments would have a significant impact on the South Downs National Park and the already reduced distance to the villages to the south of Burgess Hill.

MSDC have previously rejected the proposals for development of the area on three previous occasions in 2007, 2012 and 2013. (SHELAAAs)

Any development would have a significant negative impact on the local wildlife, including many protected species.

<b>295</b>	<b>Dr T Hedderly</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/295/1	<b>Type:</b>	Object			

I am objecting to site allocations SA13 and SA3 , the fields south of folders Lane , Burgess Hill because it would lose a very valuable area of land for local wildlife that require protection in an area already highly developed recently and there is an important gap between Burgess Hill and the local villages offering a small area of local green space.

I am not aware of a traffic survey and have concerns that the traffic will be heavy and noisy for the many residents of Burgess Hill.

<b>28</b>	<b>Ms P Hemsley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/28/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields south of Folders Lane, Burgess Hill.

I live in Ockley Lane, Hassocks and the volume of traffic which uses this road is already excessive. It is proposed to build 500 houses with the entrance in Ockley Lane and now a further 343 is being considered which will use this Lane, probably amounting to in excess of 1000 extra cars. In places the Lane is very narrow and a small lorry and bus cannot pass one another. The road is not designed for the already increase in traffic and certainly not for the volume these two housing estates will generate.

On a different topic the infrastructure is not adequate particularly the hospitals. Both Brighton and Haywards Heath are over stretched now and there is no mention of a new hospital being built and any school needs to be built before the houses are as all the schools in Hassocks are already over subscribed.

<b>1218</b>	<b>Mrs L Henden</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1218/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

<b>443</b>	<b>Ms L Henden</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/443/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- This development could only exacerbate the barely adequate drainage of the area. After heavy rain, flash flooding at the junction of Fragbarrow Lane and the B2112 is already a regular event.
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>442</b>	<b>Mr D Henden</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/442/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- This development could only exacerbate the barely adequate drainage of the area. After heavy rain, flash flooding at the junction of Fragbarrow Lane and the B2112 is already a regular event.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

1217	Mr D Henden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1217/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

632	Ms V Henley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/632/1	Type:	Object
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I am writing to object to site allocations SA12 and SA13 (pages 34-37), being the fields south of Folders Lane, Burgess Hill. I am a resident in the Folders Lane area. My reasons are as follows:

- You have plenty of potential sites which are linked to the good communications network to the NW of Burgess Hill. More houses on the increasingly squeezed green gap between BH and Ditchling/Keymer/Hassocks mean so many more cars going over that one railway bridge route available to get through town. The traffic is now so congested at peak times along Keymer Rd /Folders Lane.
- I understand that no relevant traffic study has been undertaken to support this development. MSDC's three previous overviews of the area (SHELAA's 2007, 2012, 2013) specifically called for this and definitively rejected further development.
- We have seen a steady encroachment over recent years into the strategic space between Burgess Hill and villages to the south as infills and backyard developments have been allowed and, more significantly, as the Jones Development is built out. In this case (as usually happens) the developers then seek to use their own development as a reason to seek approval for further development - and so it goes on until the whole of the area between Burgess Hill and Hassocks is built over entirely. This will do significant damage to the South Downs National Park environment and, furthermore, place greater strain on local services, which have failed to keep pace with recent development - to pick but one of many examples, the corner of Keymer Road and Folders lane is now a flood area in even modest rainfall and what was built as a 'Lane' has now become a major traffic thoroughfare.
- There is an abundance of wildlife in the area (including bats, adders, slow worms, great crested newts and barn owls) which would not be protected from this proposed development.
- There are plenty of alternative sites in the area, which would deliver the same or higher numbers of units and have none of the difficulties I have outlined above.

I urge you to not to allocate these sites for more housing - the precious green spaces in the area to the south of Folders Lane have already been compromised enough.

425	Mr R Henley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/425/1	Type:	Object
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I am a resident in the Folders Lane area and am writing to object to site allocations SA12 and SA13 (pages 34-37), being the fields south of Folders Lane, Burgess Hill. My reasons are as follows:

- We have seen a steady encroachment over recent years into the strategic space between Burgess Hill and villages to the south as infills and backyard developments have been allowed and, more significantly, as the Jones Development is built out. In this case (as usually happens) the developers then seek to use their own development as a reason to seek approval for further development - and so it goes on until the whole of the area between Burgess Hill and Hassocks is terraformed. This will do significant damage to the South Downs National Park environment and, furthermore, place greater strain on local services, which have failed to keep pace with recent development - to pick but one of many examples, the corner of Keymer Road and Folders lane is now a flood area in even modest rainfall and what was built as a 'Lane' has now become a major traffic thoroughfare.
- Staying on the traffic theme: I understand that no relevant traffic study has been undertaken to support this development. MSDC's three previous overviews of the area (SHELAA's 2007, 2012, 2013) specifically called for this and definitively rejected further development
- There is an abundance of wildlife in the area (including bats, adders, slow worms, great crested newts and barn owls) which would not be protected from this proposed development
- There is also an abundance of alternative sites in the area, which would deliver the same or higher numbers of units and have none of the difficulties I have outlined above

I urge you to not to allocate these sites for more housing - the precious green spaces in the area to the south of Folders Lane have already been compromised enough.

318	Mr D Henwood	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/318/1	Type:	Object
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I am objecting to site allocation SA12 and SA13 , the fields south of Folders Lane.

The area south of Folders Lane is and has been the subject of considerable recent development, and there is growing evidence that it is causing congestion for traffic entering Burgess Hill along Folders Lane.

In addition the other small developments feeding into Keymer Road, and the large developments near Hassocks will be increasing the traffic flow into Burgess Hill from the south. It would be without foresight to add significantly to this traffic until the current building ends and the situation stabilizes.

The area proposed has reasons to be conserved anyway as it provides a gap between Burgess Hill and Hassocks for wild life, which we need for a healthy environment -- we need to share and enjoy nature, rather than reduce our environment to a continuous urban sprawl.

302	Mr A Hepher	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/302/1	Type:	Object
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I wish to object to site allocations SA12 and SA13 ( pages34-37), the fields south of Folders Lane, Burgess Hill for the following reasons:

- 1 The traffic problem created in the a area would be enormous. I notice that no appropriate traffic study has been made.
- 2 It would do much harm to the setting of the South Downs National Park.
- 3 The diverse and plentiful wildlife would be greatly at risk of destruction.

**965** **Ms B Hepher** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I wish to object for the second time to this policy. It is now apparent to me that there is a more suitable site available which avoids some of the shortcomings of this allocation. The alternative site is ID503 Haywards Heath Golf Club.

**1186** **Mr A Hepher** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I have already objected to this, but I did not then know that there is available an alternative site which avoids several of the shortcomings of this proposed site. The much better alternative is Haywards Heath Golf Club ID503.

**383** **Ms B Hepher** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I object strongly to site allocations SA12 & SA13, the fields south of Folders Lane, Burgess Hill for the following reasons:

(A) There would be a big increase in traffic in the area giving rise to more pollution, more frustration and more delay.

(B) Protected wildlife would be destroyed.

(C) the National Park would be damaged.

**446** **Ms H Hepworth-James** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3 (pages 34-37), in the fields south of Folders Lane, Burgess Hill, because:

Housing in the Croft and Kingsmead area is already providing more than enough traffic to this area and there are no plans to support this development despite a requirement by MSDC in their three previous overviews of the area where they consistently rejected the idea of development.

The site is full of projected wildlife species for which adequate protection would be impossible includes bats, great crested newts, barn owls, cuckoos

More focus should be given to building up the Burgess Hill's facilities, transport and infrastructure before more housing developed. The 'town' desperately needs action to ease the traffic, the train station is old with no lifts, no hospitals. We need to build a community, not add more houses.

40	Mr & Mrs B Herbe	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/40/1	Type:	Object
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I am objecting to site allocations SA12 and SA3(pages 34 - 37) the fields South of Folders lane Burgess Hill because, 1. There appears to be very little or no traffic study to support this development although this is an imposed requirement by MSDC.

2. There are many other more suitable sites more suitable to cope with the infrastructure.

3. As home owners in this area it again seems that there has been no consideration to the amount of disruption we have already suffered over the last 10 years with the developments on folders lane and at the top of Kingsway, with on top of the extra traffic there have been lorries going up and down everyday.

4. There will be no wildlife left in this area.

5. More development in this area will have a negative impact to the setting of the South Downs National Park.

6. There is a 20mph restriction in Kingsway during school times which non one seems to adhere to including the lorries.

7. How would putting in a one way system help?

8. Has any consideration been given to schools,doctors, dentist as well as the impact on the surrounding areas of the hideous amount of extra traffic, it appears not.

368	Mr R Heywood-Waddington	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/368/1	Type:	Object
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I object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

1. The strategic gap between Burgess Hill and Ditchling/Keymer/Hassocks would be seriously compromised. A stop must be drawn somewhere otherwise each individual planning application that is approved will be used as a precedent for the next until there is no gap or natural environment left to protect to the great loss of Burgess Hill and the Downland villages.

2. The area includes ancient wild flower meadow-land which is rare and should be protected as a national let alone a local priority.

3. There has been no relevant traffic study carried out to support the development of this area even though this was an MSDC requirement in the three previous assessments of the area in 2007, 2013 and 2016 when on each occasion development was rejected.

4. The site provides a home for many protected wildlife species (adders, slow worms, great crested newts, bats, cuckoos, barn owls) for which alternative sites are not available.

5. Development would be extremely harmful to the immediate setting of the South Downs National Park by reducing the minimal undeveloped zone between Burgess Hill and the Park and increasing the density of housing and population next to it.

6. There are other more suitable sites available and deliverable on which an equivalent or higher number of units could be developed which would not damage the environment to anything like the same extent.

354	M N Heywood-Waddington	Organisation:		Behalf Of:		Resident
Reference:	Reg18/354/1	Type:	Object			

I object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

1. The strategic gap between Burgess Hill and Ditchling/Keymer/Hassocks would be seriously compromised. A stop must be drawn somewhere otherwise each individual planning application that is approved will be used as a precedent for the next until there is no gap or natural environment left to protect to the great loss of Burgess Hill and the Downland villages.
2. The area includes ancient wild flower meadow-land which is rare and should be protected as a national let alone a local priority.
3. There has been no relevant traffic study carried out to support the development of this area even though this was an MSDC requirement in the three previous assessments of the area in 2007, 2013 and 2016 when on each occasion development was rejected.
4. The site provides a home for many protected wildlife species (adders, slow worms, great crested newts, bats, cuckoos, barn owls) for which alternative sites are not available.
5. Development would be extremely harmful to the immediate setting of the South Downs National Park by reducing the minimal undeveloped zone between Burgess Hill and the Park and increasing the density of housing and population next to it.
6. There are other more suitable sites available and deliverable on which an equivalent or higher number of units could be developed which would not damage the environment to anything like the same extent.

<b>355</b>	<b>Mr N Heywood-Waddington</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/355/1	<b>Type:</b>	Object			

I object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

1. The strategic gap between Burgess Hill and Ditchling/Keymer/Hassocks would be seriously compromised. A stop must be drawn somewhere otherwise each individual planning application that is approved will be used as a precedent for the next until there is no gap or natural environment left to protect to the great loss of Burgess Hill and the Downland villages.
2. The area includes ancient wild flower meadow-land which is rare and should be protected as a national let alone a local priority.
3. There has been no relevant traffic study carried out to support the development of this area even though this was an MSDC requirement in the three previous assessments of the area in 2007, 2013 and 2016 when on each occasion development was rejected.
4. The site provides a home for many protected wildlife species (adders, slow worms, great crested newts, bats, cuckoos, barn owls) for which alternative sites are not available.
5. Development would be extremely harmful to the immediate setting of the South Downs National Park by reducing the minimal undeveloped zone between Burgess Hill and the Park and increasing the density of housing and population next to it.
6. There are other more suitable sites available and deliverable on which an equivalent or higher number of units could be developed which would not damage the environment to anything like the same extent.

<b>268</b>	<b>Ms C Hill</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/268/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- There has been no relevant traffic study carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area (in 2007, 2013 and 2016) when they consistently rejected the idea of development.
- The areas mentioned have many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. There is a dwindling area for this wildlife in Burgess Hill.
- The strategic gap between Burgess Hill and the villages south would be seriously eroded and it would cause irreparable harm to the setting of the South Downs National Park.

Finally, there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.



15	Mr J Hilton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/15/1	Type:	Object
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I am strongly objecting to the site allocations DPD which are the site allocations SA12 and SA3 ( 34-37) the fields south of Folders Lane. Burgess Hill because A the houses will not be for local people. B the traffic generated will add to an already congested road. C There will be no separation between the villages and towns and will create a sprawling mass to join the hundreds of houses planned which will also exit onto Ockley Lane which is already a rat run . Please go to the site and have another look

77	Mr P Hines	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/77/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (PAGES 34-37) the fields south of Folders Lane Burgess Hill because:

- 1) it would erode the strategic gap between Burgess Hill and Ditchling
- 2) it would harm the setting to the South Downs National Park
- 3) there are other more suitable sites.

309	Mr J Hinze	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/309/1	Type:	Object
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I must register my strong opposition to site allocations SA12 and SA3 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

My objection to this proposed development is as below:

1. MSDC has rejected the proposal of such a development (SHELAA 2007, 2012, and 2013) three times before, and no relevant traffic study has been undertaken to support the current application.
2. The site is densely occupied by wildlife for which it would be impossible to provide adequate protection. These species include adders, barn owls, bats, cuckoos, great crested newts, and slow worms.
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
4. It would cause irreparable harm to the setting of the South Downs National Park.
5. There are other, more suitable, sites which are available and deliverable and that provide an equivalent or higher number of units, and that do not have any of the above-listed constraints.

1222	Retired T Hoad	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1222/1      Type: Object

I am objecting to site allocation SA12-SA13(pages 34-37) the fields south of Folders Lane Burgess Hill, because the site is full of many internationally protected wildlife species which would be impossible to protect adequately eg Bats ,Dormice,Newts, Ospreys,Red Kites, kingfishers, bitterns,Honey Buzzards, Peregrine Falcons.

The traffic study is flawed and in error and did not include the Folders Lane Keymer Road junction. It is a bottle neck, becoming worse due to houses already under construction being completed. It will not cope with the additional traffic from sites SA12 and SA13, also eroding the very delicate balance of the strategic gap between Burgess Hill and villages to the south . WE have been promised in the past the buffer would not be breached , this has already been threatened by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the beautiful setting of the South Downs National Park.

A more suitable site ID503 Haywards Heath Golf Club , which could provide an equivalent or higher number of dwellings more easily delivered. This is not an ancient site ,it is man made without the impact on wildlife and other greenfield sites could then be preserved. Site ID 503 is ready to start construction, it would provide a higher level of housing with additional infra structure as in a doctors surgery and a school and retain a much better buffer zone.

400	Mrs S Holcombe	Organisation:		Behalf Of:		Resident
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Reference: Reg18/400/1      Type: Object

I am shocked and dismayed that this proposal is being considered by the council given the significant impact this has on the local environment, in particular the significant increase in volume of traffic and its resulting pollution. I see no evidence of any traffic study having been conducted to support the proposed development, despite MSDS's requirement for such in the three previous assessments of the area when you consistently rejected the idea of development (in 2007, 2013 and 2016).

There are many protected wildlife species for which adequate protection would be impossible, including bats, adders, slow worms, great crested newts, cuckoos, barn owls. The development would cause irreparable harm to the setting of the South Downs National Park and would significantly erode the already fragile gap between Burgess Hill and villages to the south.

There must surely be other suitable sites which are available with no such constraints and which would have little/no environmental impact and I urge the council to immediately reject this proposal

30	Ms K Holden	Organisation:		Behalf Of:		Resident
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Reference: Reg18/30/1      Type: Object

I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields south of folders lane Burgess hill because there are a lot protected species of wildlife which can't be protected if this plan goes ahead, also the traffic would be horrendous and no traffic study has been done to support this either, which is a requirement by MSDC.

**299** **Ms S Holden** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because I believe the site is full of protected wildlife including Barn owls, Cuckoos and Bats. It would be difficult if not impossible to protect their habitat. Furthermore the development I believe would cause immense harm to the beautiful South Downs country park. I also believe there are other more suitable sites which would not effect protected wildlife or ruin an amazing National Park.

**576** **Mr M Hollyer** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Object

**1197** **Mr R Howard** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

A traffic study has not been conducted despite this being a requirement and there is a an abundance of wildlife and habitats that will be no longer be protected as a result of this development.

**891** **Mr A Howarth** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:  
No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).  
Traffic on Folders Lane is already excessive with tailbacks from town centre to Kingsway at morning peak. Folders Lane and Keymer Road cannot handle traffic from a further 343 households.  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

328	Mr A Howes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/328/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

498	Mr M Hubble	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/498/1	Type:	Object
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I really am unaccustomed to writing letters of complaint but am absolutely beside myself with anger at the so called proposed development of land to South of Folders Lane.

Both my wife & I have been residents to Burgess Hill over 60 years, raising our family & the lovely town we used to know is sadly no longer . Massive over development of housing over this time has totally wrecked its infrastructure , & a fraction of our green space left !!!

Just what is it with you people, you seem to be hell bent on destroying what little green space there is left & despite your false claims of creating a “green belt” between Hassocks / Burgess Hill / Haywards Heath Huge over development has proved that a huge lie !

I appreciate we need to accept some housing development , but for goodness sake don’t you think Burgess Hill has done our bit Eg: Northern Arc , Folders Lane , Junction Road etc etc Huge housing estates Not to mention all the “in fills “ between existing property has resulted in huge traffic jams EVERY morning in Folders Lane / Keymer Road , children on school run diabolical pollution noise etc It is a total nightmare.

To my knowledge, not a SHRED thought to a traffic study, has been carried out & now you plan to make a “ at run” of Greenlands Drive & Oakhall Park One Way yet MORE pollution.

The sewage system is overloaded & constantly reminded there is a water shortage EVERY summer , your answer - build EVEN more houses & people, making a bad situation worse - Brilliant thinking - NOT !!!

I understand there have rejections by MSDC in past SHELAAs 2007/2012/2013 are you not listening to residents wishes ?

For years, there used to be sounds of Owls, even the occasional deer roaming fields South of Greenlands, bats regularly flying in evenings, NO LONGER - ALL GONE since all this development in Keymer Road ( opposite Greenlands Drive) NOW YOU WANT YET MORE WITH SITES SA 12 & SA13 - THIS HAS GOT TO STOP !!!

I could go on & this probably wont be read but is want to state categorically

I REJECT OUT RIGHT THIS PROPOSED DEVELOPMENT OF HOUSING SA12 & SA13

<b>46</b>	<b>Ms L Hudson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/46/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because of the following reasons

1. It as a requirement imposed by MSDC in their three previous overviews of the area that a relevant traffic study be carried out to support this development. This has not happened. The MSDC in all 3 overviews rejected the development. At present there are considerable traffic jams on Keymer Road and Folders Lane and the traffic in Burgess Hill during peak travel is significant. This development would bring further unwanted traffic to these roads.
2. It is very close to the South Downs National Park and will cause considerable damage to the setting and impact on nature.
3. The current strategic gap between Burgess Hill and the villages to the south is fragile and a development of this nature would further erode and threaten it.
4. There is an abundance of nature currently on the side, including a range of protected wildlife species such a barn owls, great crested newts.
5. I believe because of the points above there are more suitable sites available which can deliver equivalent or higher housing units but have a better road infrastructure, are less damaging the wildlife and do not threaten the strategic gap or integrity of the South Downs National Park.

<b>266</b>	<b>Mr J Hudson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/266/1	<b>Type:</b>	Object
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There are very many protected wildlife species on the site which would not be provided with adequate protection eg barn owls, cuckoos, great crested newts, slow worms, adders & bats

The development would very seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

The existing very serious excessive volumes and speeds of traffic particularly in Ditchling would be very significantly worsened.

No relevant traffic study has been carried out to support this development despite this requirement being opposed by MSDAC in their t tree previous overviews of the area where they consistently rejected the idea of development (SHELLAs 2007, 2012 & 2013)

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the forgoing constraints

<b>859</b>	<b>Mr N Hudson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/859/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34 - 37), the fields south of Folders Lane Burgess Hill.

In considering the technical evaluation the process erred by not considering traffic impact. This error is significant and material. MSDC in their three previous overviews of the area required that a relevant traffic study be carried out to support this proposal. This has not happened. The MSDC in all 3 overviews rejected the development proposals. There are already considerable regular traffic jams on Keymer Road and Folders Lane. Moreover, the concentration of traffic around two schools and where children commute to school is dangerous and poses an unnecessary and unwanted risk to children. In the absence of an appropriate traffic impact assessment the MSDC fails in its statutory duty of care and renders itself liable to litigation should such a risk materialise. The proposed development borders the South Downs National Park and will cause considerable damage to the setting and have an adverse impact on nature. There is an abundance of nature currently on the side, including a range of protected wildlife species such a barn owls, great crested newts, and bats. This has not been properly and independently taken into account. The current strategic gap between Burgess Hill and the villages to the south is fragile and a development of this nature would further erode and threaten it. I believe because of the points above there are more suitable sites available which can deliver equivalent or higher housing units but have a better road infrastructure, are less damaging the wildlife and do not threaten the strategic gap or integrity of the South Downs National Park. In particular there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503. ID 503 is available and the owners of the land prefer to make it available for housing. The site developer is ready to start and the current users of the site, the Golf Club, want to move. Crucially this site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more Greenfield sites to be developed during the life of the District Plan. The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. This promises significant additional value for the local community which SA12 and SA13 do not. In particular the quality of schooling must be taken into account by MSDC and has not been so far.

<b>267</b>	<b>Mrs E Hudson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/267/1	<b>Type:</b>	Object
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There are very many protected wildlife species on the site which would not be provided with adequate protection eg barn owls, cuckoos, great crested newts, slow worms, adders & bats

The development would very seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

The existing very serious excessive volumes and speeds of traffic particularly in Ditchling would be very significantly worsened.  
No relevant traffic study has been carried out to support this development despite this requirement being opposed by MSDAC in their t tree previous overviews of the area where they consistently rejected the idea of development (SHELLAs 2007, 2012 & 2013)

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the forgoing constraints

<b>1220</b>	<b>Mrs C Huggett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1220/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because there is a better, more sustainable and suitable site available at Haywards Heath Golf Course, the site known as ID 503. The site would provide more housing than MSDC are currently proposing, creating a larger buffer which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.</p> <p>On site ID 503 the developers are planning on site infrastructure, including a school and doctors surgery. These are not included in the proposals for sites SA12 and SA13, despite the desperate need for them.</p> <p>The current users of the golf club want to move and the developer promoting the site are ready to start</p>						

<b>229</b>	<b>Ms N Hunter</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/229/1	<b>Type:</b>	Object			
<p>No relevant traffic study has been carried out.</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</p> <p>It would cause irreparable harm to the setting of the South Downs National Park</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

<b>1187</b>	<b>Mr S Hurst</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1187/1	<b>Type:</b>	Object			
<p>Traffic assessments suggest severe impact! No relevant study has been carried out in support of this development, despite this being a requirement imposed by MSDC in their 3 previous overviews of the area, which all resulted in rejection of development plans (SHELAA's 2007, 2012, 2013).</p> <p>The density of traffic will have increased since then with the east-west cross town route, Keymer Road and Folders Lane already under pressure, which will increase significantly with any further development. It appears there is no coherent plan to mitigate these issues.</p> <p>It is understood that an option under consideration is to convert Greenlands Drive and Oak Hall Park into a one way system. This area is already used extensively as a railway station and town car park with both short and long term stays, it is also a 2 way bus route. Although something needs to be done about the current situation in this area, this thinking again doesn't appear to be part of any coherent plan.</p>						

<b>414</b>	<b>Ms R Hutson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/414/1	<b>Type:</b>	Object			
<p>This will erode the strategic gap between Burgess Hill and nearby villages, increase already bad traffic, pollution and parking problems and cause untold damage to wildlife and The South Downs National Park which we should be protecting for future generations</p>						

496	Mr J Hyland	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/496/1	Type:	Object
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I'm objecting to site allocations SA12-SA13 the fields south of folders land Burgess Hill because I believe this will cause an increase in traffic around tFolders Lane and as it takes forever getting out of Burgess Hill in the morning aready the problem will only get worse , The site is full of wildlife and will cause damage to their habitat The building on the site would erode the fragile strategic gap between burgess hill and the village to the south. There is not enough facilities in Burgess Hill to cope with all the extra people living in the town I hope you will consider my objection to the building of the 343 houses being built on this site

1228	Mr B Inman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1228/1	Type:	Object
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I am writing to object to the proposed building of 343 houses on sites SA12 & SA13 at the top of Folders Lane. This would irrevocably destroy ancient meadows and precious wildlife habit, and is a move that can be avoided, site ID 503 being available. This proposal would enclose Wynton's lakes with housing - a thriving sanctuary for wildlife, a peaceful retreat for fishermen - and continue the creep of buildings into the fields behind Folders Lane begun with the 73 houses on the other side of the lake. Site ID 503 is available, a constructor is ready to go - the site is much bigger ( 900 houses ), easing the pressure on other green field sites, and includes plans for a school and a doctor's surgery ( not included in the Folder's Lane proposals ). The golf club who currently use the land are looking to move. I live at the bottom of Folders Lane, already it is clogged with traffic during rush hour and school pick up ( I had a friend come from Berlin who found the amount of traffic almost unbearable! ) - can the junction at the top actually function with the increase in cars that these houses would bring in? There is a wealth of wildlife inhabiting these fields including the locally scarce ringlet butterfly, gatekeeper butterflies, small and large skippers, bats and occasional barn owls. There is also evidence of dormice, which are protected - has an ecological survey been commissioned? I live near the Folders Grove site and have already seen the effects - the tawny owls have quit. This construction would destroy a vital part of the environment in Burgess Hill forever

627	Mr N Iosson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/627/1	Type:	Object
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More houses will damage the strategic gap between Burgess Hill and its neighbours to etc south.

More households will put increased traffic through neighbouring villages - especially on a north-south axis to Brighton through Keymer and Ditchling

The affected areas hold a rich habitat of wildlife that is part of local biodiversity

The allocation of housing already planned/delivered to this area exceeds that required by the district plan. This further application is unnecessary and damaging top the local environment especially in the context of the neighbouring South Downs National Park



1167	Mr D Ivan Austin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1167/1	Type:	Object
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I wish to object to these proposed developments on the basis that to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.

- The developer promoting the site is ready to start.

- The current users of the site, the Golf Club, want to move.

- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

In addition;

1/ Development of these fields (SA12&SA13)would further diminish the strategic gap between Burgess Hill, Ditching, Hassocks and Keymer.

2/ The increase of houses would have a devastating increase on traffic volumes in Keymer Road, Ockley land, Folders Lane and ALL of the adjoining roads. The junction Keymer Road / Folders Lane already grinds to a halt and this is already set to worsen as the progressing developments in Kingsway take pace. Traffic snarls up right down through past the station and into the town centre, In Folders Lane it backs up past the Kingsway Junction and someway further East, (we have yet to have the joys of extra traffic caused by the Jones Development). In Keymer Road it jams down past the junction with Greenlands Drive. Should this preposterous development be allowed then the extra traffic would resort to using Greenland Drive as a rat run. Greenlands is a small residential road with blind bends and hill brows and it totally unsuited to being used in such a way - even if the hinted suggestions of making it a one way system were to be considered.

3/ There has been no relevant traffic study undertaken to support development (SA12&SA13), despite this being a requirement by MSDC in their three previous overviews of the area. MSDC have consistently rejected development - SHELAAs 2007, 2012 and 2013. How can MSDC be so consistent in its previous rejections and yet now ignore its own advice?

4/ There would be a devastating impact on wildlife much of which is either protected.

<b>660</b>	<b>Ms R Jackson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/660/1	<b>Type:</b>	Object			

I do not believe due consideration has been given to the implications of traffic deadlock, which already is an issue on the Folders Lane/ Keymer Road roundabout.

The development will further spoil the green areas that separate the towns/villages

Our areas with either AONB or South Downs National Park should be preserved.

As a resident of Greenlands Drive, I am horrified of the suggestion that a one way system would be an option.

I feel that we will be prisoners in our road, unable to get about our business.

Hassocks and other villages south of Burgess Hill will no longer be easily reached.

All the one way system will do is move the deadlock situation further towards the town ( Oak Hall Park and Keymer Road) junction

Burgess Hill has already taken on much development, and I feel these extra homes proposal and road plans are ill conceived.

I strongly object

<b>882</b>	<b>Mr P James</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/882/1	<b>Type:</b>	Object			

The local area around this proposed development is already very busy with new houses. With the local area very busy with young families walking to schools and parks it is already very busy traffic wise when trying to cross the roads to school. Also the potential one.way sysem in Oak Hall park would be encouraging traffic into a residential area when we should be making traffic stick to main roads.

<b>96</b>	<b>Ms S James</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/96/1	<b>Type:</b>	Object			

A one way system is a ridiculous idea This would cause more traffic coming through residential roads. Its already difficult enough walking with young children to school without added traffic on the quieter roads. How is this a good idea? There are no spaces in local schools as it is so how would more houses help this situation.

There are other more more suitable sites than this.

454	Mr P Jebb	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/454/1	Type:	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

1. the roads in this area (e.g. Folders Lane, Keymer Road) are already very congested. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 212 and 2013)
2. the sites are full of many protected wildlife species for which adequate protection would be impossible including bats, barn owls, cuckoos, great crested newts, adders and slow worms
3. areas such as Winton fishing lakes and surrounds are invaluable for the local wildlife plus providing valuable recreational opportunity for the local community
4. it would cause irreparable harm to the setting of the SDNP
5. it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
6. there are more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

457	Mrs S Jebb	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/457/1	Type:	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

1. the roads in this area (e.g. Folders Lane, Keymer Road) are already very congested. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 212 and 2013)
2. the sites are full of many protected wildlife species for which adequate protection would be impossible including bats, barn owls, cuckoos, great crested newts, adders and slow worms
3. areas such as Winton fishing lakes and surrounds are invaluable for the local wildlife plus providing valuable recreational opportunity for the local community
4. it would cause irreparable harm to the setting of the SDNP
5. it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
6. there are more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

347	Mrs D Jeffrey	Organisation:		Behalf Of:		Resident
Reference:	Reg18/347/1	Type:	Object			

1: INCREASED TRAFFIC CONJESTION:  
In the 4 years that I have lived in Wintons Close the traffic in the area of Folders lane and Keymer Road has increased dramatically. It is becoming increasingly difficult to join Folders lane from the close due to the weight of traffic in the area; I regularly have to wait for up to 5 minutes to get out of the close and then due to the weight of traffic have to queue for 15 – 20 minutes to get from Wintons close to the area around Burgess Hill station, a trip that should take 2 or 3 minutes.

It is clear that the recent extensive housing developments in and around Folders lane have already caused heavy traffic congestion. I do not see how the area can sustain the further increase to traffic that will inevitably result from a further development in the immediate area.

I understand that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

2. PROTECTION OF WILDLIFE:  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. The bats can be seen and the owls can be heard every night. I have personally seen an adder on two occasions and a have moved a number of slow worms and newts from my garden back to the safety of the adjoining fields. These are all protected species and their habitat should be protected. Any attempt to remove them to alternative habitats clearly endangers them and should be avoided if possible.

It is my understanding that there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

51	Mrs D Jeffrey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/51/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

1: INCREASED TRAFFIC CONJESTION:

In the 4 years that I have lived in Wintons Close the traffic in the area of Folders lane and Keymer Road has increased dramatically. It is becoming increasingly difficult to join Folders lane from the close due to the weight of traffic in the area; I regularly have to wait for up to 5 minutes to get out of the close and then due to the weight of traffic have to queue for 15 – 20 minutes to get from Wintons close to the area around Burgess Hill station, a trip that should take 2 or 3 minutes.

It is clear that the recent extensive housing developments in and around Folders lane have already caused heavy traffic congestion. I do not see how the area can sustain the further increase to traffic that will inevitably result from a further development in the immediate area.

I understand that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

2. PROTECTION OF WILDLIFE:

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. The bats can be seen and the owls can be heard every night. I have personally seen an adder on two occasions and a have moved a number of slow worms and newts from my garden back to the safety of the adjoining fields. These are all protected species and their habitat should be protected. Any attempt to remove them to alternative habitats clearly endangers them and should be avoided if possible.

It is my understanding that there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

1160	Mrs J Jenkins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1160/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

1161	Mr P Jenkins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1161/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

276	Ms S Jenkins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/276/1	Type:	Object
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I am objecting to the site allocations SA12 SA13 ( pages 35 -37) the fields south of burgess hill because

The traffic is awful anyway and no traffic study has been done , this will be massive congestion.

The land has so much wildlife which can not be protected , owls , birds , bats I regularly photograph these gorgeous animals .

It would spoil the countryside greatly . And would be merging with Hassocks !

There are many houses going up ,and surely there would be othersite last more beneficial.

It would be such a loss and cause so many traffic problems .

<b>590</b>	<b>Ms J Jenkins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/590/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane Burgess Hill because:

The impact on wildlife species on and around the proposed sites. In particular there are important species that I have observed in severe decline since living in the area for the last 15 years. These include hedgehogs, barn owls, cuckoos, bats butterflies and insects. All of the wildlife is interdependent on each other for food, habitat and breeding grounds. There is an urgent need to protect their environment not build on it.

The volume of traffic on the south east side of Burgess Hill has already reached full capacity at several peak times during the day. Any car journey across town to the west side can take up to half an hour causing pollution and delay. There are no facilities within walking distance on the south east side thus necessitating the use of a car for food shopping, sports and leisure facilities.

It is essential to maintain the (now) narrow gap between the town and the villages of Keymer and Ditching for recreational walking, wellbeing and the protection of wildlife. Wildlife cannot identify where protection ends and human habitation begins. The South Downs National Park northern border is within half a mile of my home. If this proposed developed takes place there will be a field or two between the Park perimeter on Ditching Common and adjacent homes. We have been warned of the effects of global warming and wildlife are an essential part of the equation.

There are other more suitable sites which are available and do not have any of the above constraints.

There are just 2 roads intersecting Burgess Hill east west because of the constraints of the railway line. All traffic going across town needs to use these 2 roads and they are already working to capacity.

<b>905</b>	<b>Mrs K Jepson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/905/1	<b>Type:</b>	Object			

The Sussex Biodiversity Records Centre has confirmed that the site is full of many internationally protected wildlife species. These include 7 different species of bats, dormice, great crested newts plus several species of birds. The birds include ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers. Adequate protection for these would be impossible.

MSDC have commissioned a traffic study. I believe this to be flawed and to contain errors. This is because it did not 'study' the Folders Lane - Keymer Road junction. This junction and roundabout is extremely busy. The situation can only get worse due to the houses already under construction in the area, which will gradually be completed and occupied. This roundabout would not be able to cope with the additional traffic from sites SA12 and SA13.

The proposed development at sites SA12 and SA13 would seriously erode the strategic gap between Burgess Hill and the villages to the South. This has already been damaged by the 500 houses planned for Clayton Farm.

The proposed development would cause irreparable harm to the setting of the South Downs National Park

I believe that there are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

**511** **Ms D Jessop** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, because so far as I know no traffic study has been carried out, because even now traffic is at a standstill along Folders Lane in the morning and evening, it is practically impossible to enter Folders Lane which the new housing along Kingsway and the turnings off have made it worse. Therefore any new development involving Keymer Road and Folders Lane must not be allowed. It is impractical. Surely they are other sites available which do not include green space.

**1120** **Mr T Johnsen** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:  
No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAAs 2007, 2012, 2013).  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.  
It would cause irreparable harm to the setting of the South Downs National Park.  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

**151** **Ms S Johnson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Object to SA12 and SA13.

**288** **Mr B Johnson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I object to the 343 houses south of folders lane because there will be at least 686 cars on the road two cars per house hold. Damage to the roads its bad at the moment . Parking at hassocks is bad at the moment .  
People who go by train leave there cars in the village all day don't pay at all. No room for the local people to park when they go shopping. Why do mid sussex district council give there approval, are any back hands at play to the builders. The traffic is bad at the moment getting to burgess hill in the rush hour .  
No more room at the schools. No more room at the doctors. What about the drains, sewer supply.  
water supply etc.



<b>117</b>	<b>Mr C Jones</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/117/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13, the fields sout of Folders Lane, Burgess Hill because:

1) The traffic on Folders Lane and Keymer Road is presently very heavy with regular queues at rush hour of over half a mile on Folders Lane. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area. They have consistently rejected the idea of development.

2) I am an active member of the South Downs National Park and it greatly concerns me that even with the existing development further East off the southern side of Folders Lane local wildlife are being uprooted and hence further development will make this even worse. There are many protected wildlife species in the proposed development area. This proposed development will significantly impact the local habitat for bats, slow worms, great crested newts, cuckoos and barn owls to name just a few.

<b>1047</b>	<b>Mr D Jones</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1047/1	<b>Type:</b>	Object
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I am objecting to the designation of housing sites categorised as Marginal being promoted by misrepresentation within the document justification

"Marginal... they are not necessarily the most sustainable sites within the settlement" (p.46)

Marginal examples - SHEELA ID #557 and #827 (p.52)

"Land South of Folders Lane and East of Keymer Road... Land South of 96 Folders Lane... Burgess Hill has met its residual need, however these sites perform well." (p.56)

Additionally objectives that could identify a negative are not marked and are designated as uncertain/ unknown "?" impact on sustainability for Option B (p.58-9)

8 - Biodiversity

10 - Historic

11 - Transport. This significantly avoids the question of why there has been no relevant traffic study despite this being a requirement imposed by MSDC in previous overviews (SHELAAs 2007, 2012, 2013), and with more development and traffic increase in the intervening years.

<b>227</b>	<b>R Jones</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/227/1	<b>Type:</b>	Object
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We are objecting due to the current road system is not suitable for the amount of houses currently in the area aswell as other developments in place nearby. I.e kings wield and the crofts. Also the current state of the countries affairs being with Brexit and how long it will take the country to stabilise the financial affairs etc. The amount of people able to purchase houses will be a lot lower and there will be thousands of houses not occupied.

1240	Mr D Jones	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1240/1      Type: Object

I object to the site allocation SA12 Land South of 96 Folders Lane, Burgess Hill for the following reasons:

- 1) There has been no relevant traffic study carried out to support this development and no explanation as compared to the requirement imposed by MSDC in the previous overviews of the area (SHELAAs 2007, 2012, 2013).
- 2) It would significantly erode and reduce the strategic gap between Burgess Hill and settlements to the south that would further encourage coalescence and loss of separate identities.
- 3) There would be inadequate protection of protected wildlife species in the site that would irreparably impact bats, owls, cuckoos, great crested newts, adders and slow worms as well other wildlife.
- 4) It would harm the strategic border with the South Downs National Park and its setting by building right up to its limit.
- 5) This site is being proposed ahead of other more suitable sites that have less constraints, that are available and deliver an equivalent or higher number of units.

1241	Mr D Jones	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1241/1      Type: Object

I object to the site allocation SA13 Land South of Folders Lane and East of Keymer Road, Burgess Hill for the following reasons:

- 1) There has been no relevant traffic study carried out to support this development and no explanation as compared to the requirement imposed by MSDC in the previous overviews of the area (SHELAAs 2007, 2012, 2013).
- 2) It would significantly erode and reduce the strategic gap between Burgess Hill and settlements to the south that would further encourage coalescence and loss of separate identities, and;
- 3) The size of this development would not be "sympathetic semi-rural" in this strategic gap and is based on the presupposition of an urban design principle.
- 4) There would be inadequate protection of protected wildlife species in the site that would irreparably impact bats, owls, cuckoos, great crested newts, adders and slow worms as well other wildlife.
- 5) It would harm the strategic border with the South Downs National Park and its setting by building right up to its limit.
- 6) The size of this development would have a significant impact on the flood risk for the properties north of Folders Lane
- 7) This site is being proposed ahead of other more suitable sites that have less constraints, that are available and deliver an equivalent or higher number of units

**1257** **Mrs C Jones** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to the inclusion of site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because there is a far more sustainable and suitable site available at Haywards Heath Golf Course, the site known as site ID 503.

The purpose of this Site Allocations Document is to provide a five year rolling land supply to 2031 and to safeguard land for other uses such as employment land, also thus reducing the pressure for green field sites to be brought forward and developed during the District Plan period. According to MSDC's own figures, presented by an officer at a meeting of the Scrutiny Committee for Housing, Planning & Economic Growth on 11th September, the "Haywards Heath option" (bringing forward the land at the Golf Club) provides more housing than the "Burgess Hill option" (sites SA12 and 13), thus creating a larger "buffer" and easing pressure on both the Council and the district as a whole. Surely therefore on that basis alone, the Haywards Heath option is the logical one to pursue?

Moving on to discuss the other obvious benefits of site ID 503, it is immediately available and the land owners are keen to sell and make the land available for housing. The developer is also very keen to proceed on publicising and developing this site, and indicative of their desire to proceed with this site is they are planning extensive infrastructure with this development, including a school and a doctor's surgery. It should be noted that such infrastructure improvements are not included in the proposals for sites SA 12 and SA13, and as such were SA12 and SA13 to go ahead, the pressure on existing infrastructure would be intolerable.

MSDC have assessed the area south of Folders Lane for development potential on three previous occasions, in 2007, 2013 and in 2016, and on all three occasions it has been found not to be suitable. A key reason for this is the impact on traffic, traffic getting in and out of Burgess Hill from that end is a nightmare even now. Cars gridlocked along Keymer Road back towards the Folders Lane roundabout and then back up Folders Lane, the proposed site developments would severely worsen existing traffic issues – a cohesive traffic study (MSDC's own condition imposed on themselves after the previous assessments of this area) would have shown this.

The other development taking place in Burgess Hill is strategic, it's planned and that planning includes supporting infrastructure. And it is strategic development which should be aspired to, not filling gaps piecemeal with housing that does not have supporting infrastructure. Sites SA12 and SA13 do not fulfil this criteria, and to that end, as well as all the reasons stated above, I strongly urge the District Council to reconsider the inclusion of these sites.

**432** **Ms D Jones** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

This site is full of wildlife and many protected species. No traffic report has been carried out to support this development. It would cause major irreparable harm to the setting of the SDNP. I feel there are many more sites available. Our environment hangs in the balance as we are all too aware of and it is all of our duty to protect it. I urge you to consider all of the above points.

**339** **Ms E Keeling** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations S12 and S13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because,  
1/ It would both impinge on the area that separates villages south of Burgess Hill and damage the many wildlife that currently exist in this threatened area.  
2/It would cause irreparable harm to the protected settings of the South Downs National Park.  
3. There exist more suitable sites which do not have the above mentioned constraints.

**466** **Mrs E Kelly** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC The site is full of many protected wildlife species eg Bats, great crested newts, slow worms. There are other more suitable sites that will not damaged green fields and wildlife.

**462** **Mrs J Kelly** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

**464** **Mrs A Kelly** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am very concerned that the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
Also it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park

**18** **Mr & Mrs B Kemp** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocation SA12 and SA13 ( pages 34-37 ) the fields south of Folders Lane, Burgess Hill because

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in 3 previous assessments of the area when they consistently rejected the idea of development ( in 2007, 2013 and 2016 )

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It will cause irreparable harm to the setting of the South Downs National Park

<b>520</b>	<b>Mr B Kemp</b>	<b>Organisation:</b> <input style="width: 90%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 90%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 90%;" type="text" value="Reg18/520/1"/>		<b>Type:</b> <input style="width: 90%;" type="text" value="Object"/>		

I have already emailed my objection to the above site allocations SA12 and SA13 ( pages 34-37 ) the fields south of Folders Lane, Burgess Hill to be developed with 343 houses.

I am now being told that solutions are being explored to overcome the paralyses that will undoubtedly occur at the Folders Lane/ Keymer Road junction if this application is approved.

Amongst these solutions I am told is a proposal to turn Greenlands Drive and Oak Hall Park into a one way system to take traffic away from this junction.

As a resident of Oak Hall Park I must STRONGLY OBJECT to this proposal.

I can imagine that somebody at your council offices, with no knowledge of this area, has looked at a map of the area and seen these two roads offer an easy answer to the potential problem without knowing what the implication will be on these roads.

These are some points I would like to make against this proposal:-

These are residential roads, not fit to carry heavy road vehicles such as HGVs and buses.

Oak Hall Park is already being used for car parking for train commuters. This means that some parts of the road have narrow passing space.

The traffic being diverted from Keymer Road down these roads will have to turn left eventually at the T junction of Oak Hall Park and Keymer Road to continue on towards the centre of Burgess Hill. There will undoubtedly be heavy traffic along the Keymer Road at certain times of the day which will prevent an easy flow of traffic out of Oak Hall Park. This will quickly result in a back up of traffic along Oak Hall Park which will, if nothing else, prevent residents moving their cars off of their drives.

Residents of these roads will be prevented from turning right into Oak Hall Park when driving south along Keymer Road, meaning that to get to their houses they will have to drive further south along Keymer Road before turning right into Greenlands Drive to get home.

I urgently request that this proposal is withdrawn for the above reasons, and again also request that the whole proposal for the development is rejected.

<b>350</b>	<b>Ms C Kempton</b>	<b>Organisation:</b> <input style="width: 90%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 90%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 90%;" type="text" value="Reg18/350/1"/>		<b>Type:</b> <input style="width: 90%;" type="text" value="Object"/>		

1. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
2. The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause irreparable harm to the setting of the South Downs National Park
5. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

133	Mr S Kemsley	Organisation:		Behalf Of:		Resident
Reference:	Reg18/133/1	Type:	Object			
I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of folders lane burgess hill because I am concerned with how the traffic in this area will go up and not be managed properly as the relevant studies haven't been carried out. We already have many new builds at the far end of the Kingsway and other suitable sites for further development not effecting the south down national park and its wildlife.						

159	Mrs Lisa Kendall	Organisation:		Behalf Of:		Resident
Reference:	Reg18/159/1	Type:	Object			
I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:  No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south It would cause irreparable harm to the setting of the South Downs National Park There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”						

152	Mr T Kendel	Organisation:		Behalf Of:		Resident
Reference:	Reg18/152/1	Type:	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). Road Traffic on Folders Lane, Keymer Road and particularly at the roundabout where the roads meet is currently at capacity at peak times with significant congestion during the morning and evening peaks. Air quality caused by exhaust and non-exhaust emissions will become intolerable with the traffic resultant from these extra houses. The substantial percentage of PM2.5 sized particulates in non-exhaust emissions is particularly harmful to the people as it can affect the brain and the unborn. WHO report "Health effects of particulate matter" 2013 and Defra report Air Quality Expert Group "Non-Exhaust Emissions from Road Traffic" 2019.

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

There is insufficient capacity in many utilities such as foul sewerage. A new sewer along Greenlands Drive was required for a recent development off Keymer Road, but it would not be sufficient for the scale of development proposed.

43	Mr M V Kennedy	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/43/1	Type:	Object
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I am writing to object to the DPD for Areas SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:

**Traffic - Volumes and Danger**

The traffic congestion on Folders Lane is already enormous particularly between 7.30 and 9.30 am when a journey into Burgess Hill from Ditchling Common currently can take almost 30 minutes to reach the centre of the town. The road structure is simply incapable of dealing with the current high levels of traffic loading. So called ‘grid-locked’ traffic is common. The impact of the enormous amount additional traffic which is bound to be generated by this potential development will be huge.

The existence of the railway creates particular problems for west bound traffic entering or crossing Burgess Hill. The only crossing of the railway, used by west-bound from Folders Lane/Keymer Road, was initially built in the 1800s. Its width and capacity is much the same as it was when it was constructed. This ever-present factor means that there will always be a need for full and detailed traffic impact assessments on potential new housing developments on the eastern side of the town.

I understand that in the three previous assessments of the suitability of this area for development in 2007, 2013 and 2016, Mid Sussex District Council sensibly, made it a specific requirement that there had to be a relevant traffic study carried out to support this development. This resulted in the development application being rejected. I amazed to hear that there has been no specific requirement for a traffic study in relation to the application to develop this land on this occasion

It is clear that the road infrastructure does not have the capacity to deal with the current levels of traffic and it will undoubtedly be further inhibited by increased traffic inevitably generated by the proposed development.

Access onto Folders Lane from the proposed development will be difficult and dangerous. Clearly during the rush hour period the traffic will be slow and, hopefully, the potential danger to pedestrians and vehicles will be reduced. However outside those times the sight lines for emerging from the proposed development are restricted and will result in an increased likelihood of accidents. Of course MSDC may think I am wrong, but without a competent traffic assessment there can be no evidence to disprove that.

Bearing in mind that there has been the increased traffic loading since 2016, and the dangers this development will create, to refuse to seek a thorough traffic assessment on this occasion is plainly ridiculous and leaves the MSDC open to challenge that any decision made grant rights to develop on this site is unlawful.

**Infrastructure**

The services, facilities and infrastructure in Burgess Hill is already at breaking point. Doctors and Dental surgeries are full and cannot take more patients the same is true of most schools in the town. Gaining access to those facilities which are available will also add to the traffic chaos mentioned above

**Wildlife**

The site of the proposed development is in a location full of many protected wildlife species for which adequate protection would be impossible. These include bats, adders, slow worms, great crested newts, cuckoos and barn owls.

**Creating a Huge Town on the Edge of the South Downs National Park**

The result of allowing this development coupled with other recent developments would be another step towards creating huge town joining the many separate village communities in one huge development stretching between Keymer and Hassocks and Burgess Hill. Allowing development on this site would seriously erode the already fragile strategic gap between Burgess Hill and the villages of Ditchling, Keymer and Hassocks. Where is that objective in the MSDC local structure plan?

Allowing this development will cause irreparable harm to the setting of the South Downs National Park. It will seem the MSDC is intent on allowing development as close to the South Downs National Park as is possible within their remit. One wonders if National Park status would have been achieved if the Council’s attitude to planning applications in respect of land close to the edge of the National Park was known at the time that status was granted.

**Finally**

Importantly there are other more suitable sites which are available and where development is deliverable which provide an equivalent or higher number of units and do not present any of the difficulties, problems or challenges which I have outlined above.



899	Mrs J Kilbride	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/899/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

1066	Mr B Kilkelly	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1066/1	Type:	Object
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Burgess Hill is absorbing and will be absorbing over the next 10 years, over 5,000 new homes. This is an enormous amount of new housing in respect of the size of Burgess Hill. It will require significant adjustment for the town. The town is already experiencing traffic congestion and stresses upon services and natural eco-systems. Managing the additional 3,500 homes from the Northern Arc Development and some 500 new homes in the town centre will already be a significant challenge for the town.

I therefore strongly object to the proposal to allocate further sites for development in the town in the coming 10 year period.

223	Ms L King	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/223/1	Type:	Object
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There are a number of reasons why this should not go through; Protection of wildlife habitat

Infrastructure issues particularly traffic. Seriously erode the gap between town and villages.

292	Mr & Mrs G King	Organisation:		Behalf Of:		Resident
Reference:	Reg18/292/1	Type:	Object			
<p>We are objecting to the site Allocations DPO SA12 and SA3 (pages 34-37) to the fields south of Folders Lane, Burgess Hill, because. Traffic though Hassocks to get even worse 343 more houses south of Folders Lane, will increase traffic in Kemer &amp; Hassocks, coarsening even more congestion and pollution. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south It would cause irreparable harm to the setting of the South Downs National Park There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						
888	Mr S King	Organisation:		Behalf Of:		Resident
Reference:	Reg18/888/1	Type:	Object			
<p>I strongly object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hil.</p> <p>I am incredibly worried about the increase in traffic in the area which would occur if this development was approved. The roads are alre dy very congested and very dangerous and there are already a number of new homes being built in area which will already add to this major problem.</p> <p>My understanding is that a relevant traffic study has not been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).</p> <p>I have grave concerns over the potential impact on wildlife on this site. The site has many adders, slow worms, great crested newts, cuckoos, barn owls.</p> <p>If this site is developed then it would cause irreparable harm to the setting of the South Downs National Park.</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</p>						

282	Ms C King	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/282/1	Type:	Object
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I am writing to make my objections to site allocations SA12 and SA13 (page 34-37). The fields south of Folders lane Burgess hill for the following reasons.

1. I believe there has been no relevant traffic studies carried out to support this development.
2. Anyone who has driven, walked or used this area can see that the roads are not suitable for any increase in traffic.
3. I believe Ockley lane is officially designated ,by its size, as a LANE . NOT a Main road.
4. The roads are that LANES They have many twists and turns which are not able to be altered and many accidents have been caused already by the increase in traffic of existing development.

Most recently a telegraph/electric cable pole was hit on a blind corner. Leaving dangerous cables across the road . If this had not happened at midnight , lives might have been lost. (look at Fire brigade records and I personally observed this ) Ockley LANE ends in a T-junction with a bad blind bend to the East. This is always a bottle neck with the present volume of traffic.

These are all problems which can be seen , there are MANY unseen problems which will occur for example pollution in a compacted area. As seen at Hassocks Stonepound junction. ( Officially a most polluted area)

I can not believe anyone who has actually ,physically LOOKED at this sight and surrounding area, can STILL THINK this is a suitable development.

1299	Mrs D King	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1299/1	Type:	Object
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As a resident of Dumbrells Court a retirement complex at the north end of Ditchling, I strongly object to what count as a settlement or state being built on the above site. You have to live here to appreciate the change of living for all the residents. The traffic through the village would be devastating. Already at breaking point it is only a matter of time before a serious accident occurs.

Point 1. Proof of a relevant trafficking census having been done.

2. A relevant infrastructure plan if Doctors and Schools.
3. Pavements & Lighting at the moment non-existent.
4. Accommodation for the elderly, who will feel more marooned than at present.

The houses which have sprung up in Folders Lane, built on the gardens of the original houses may have used the pockets of those who sold them leaving them to buy secluded properties for any from the Madding crowd and in turn raising little losses and making climate change even worse.

You cut down trees and destroy nature's habitat when the world is asking us to preserve such things. It is only a small step before South Downs National Park will be eroded. I moved here to find peace in my final years but have had constant hassle and worry from one after the other appeals for building. I repeat this village can not take anymore building or the traffic it brings without serious assumption to the people already here. I strongly object.

<b>304</b>	<b>Mrs C King</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/304/1	<b>Type:</b>	Object			
<p>I would like to register my objection to the site allocations SA12 and SA13 the fields south of folders lane, Burgess Hill because it would cause damage to the strategic gap between Burgess Hill and the villages to the South, and also cause huge increase in traffic through these already busy villages.</p>						

<b>526</b>	<b>Mr C King</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/526/1	<b>Type:</b>	Object			
<p>As a former district councillor of Franklands Ward, I object to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill. There is a mass of building occurring in this small, local, area between Ditchling, Wivelsfield and Burgess Hill. Large lorries are constantly roaring up and down Folders Lane and Kings Way. At some times in the morning there is a line of five or six large lorries parked in Kings Way waiting for an appropriate time to finish their journey. Additionally, the strategic gap between Folders Lane and Hassocks, Clayton, etc, is eroding in a cavalier and dangerous manner. No effective traffic survey can have been completed, otherwise it would have noted the long queues along Folders Lane (westwards direction) every morning between 0745 and 0915. Small roads like The Wineries to the north of Kings Way are now dangerous 'runs' at particular times of the day. There must be a negative impact, from all this building, upon our local wildlife; the rate of change in our (Franklands Ward) environment is so rapid that there has to be harm to animals and birds.</p>						

<b>165</b>	<b>Ms K King</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/165/1	<b>Type:</b>	Object			
Object						

<b>450</b>	<b>Mr T King</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/450/1	<b>Type:</b>	Object			
<ol style="list-style-type: none"> <li>1. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</li> <li>2. The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</li> <li>3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</li> <li>4. It would cause irreparable harm to the setting of the South Downs National Park</li> <li>5. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units</li> </ol>						

<b>618</b>	<b>Ms L King</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/618/1	<b>Type:</b>	Object			

Having moved to Broadlands in August this year I have noticed many owls and cuckoos in the trees every night and know there to be many protected & rare animals on this land. Newts, active owls & bats.

There is clearly no account being taken for the already desperate traffic situation on the two main roads which feed into burgess hill, folders lane and Keymer road. Every day traffic is backed up for hundreds of metres between 8-9am and 5-7pm. When the weather is bad the wait can be a very long one. There is no infrastructure to support the number of proposed houses, schools and roads can not accommodate this kind of increase.

The historic field system dating back to 1875 would be destroyed and the heritage of the downs villages compromised forever.

Folders lane has already taken huge development which has had major impact on residents and is past capacity. Over 300 new houses will have a severe and negative impact on the community and destroy the already fragile balance.

Huge increase in an already very bad traffic situation as well as increase in pollution from exhaust and cars idling.

Having recently bought our house, obviously there would also be an extreme impact on its value.

<b>228</b>	<b>Ms P Kirkland</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/228/1	<b>Type:</b>	Object			

This would have a very detrimental effect on surrounding areas, in particular Ditchling, where traffic would be increased. This lovely village has already suffered from increasing traffic over the past few years and this will only make the situation worse, causing this historic village to be un-liveable. Personally, I know a few families who have been forced out of the village as a result of increasing traffic. How are these beautiful areas meant to cope with 343 more houses? This will ruin our home.

<b>1253</b>	<b>Mrs R Kirkwood</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1253/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

**Traffic:**The traffic is terrible, particularly down Folders Lane, Keymer Road and Ockley Lane at peak times. On bad days the traffic here can also flow over to affect the neighbouring villages of Ditchling and Hassocks. There is no alternative road for people to travel if living in the Folders Lane area. How are all these potential extra car journeys not going to have any effect on an already bad situation? No relevant traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) What about the Atkins Report of 2005, which claimed these fields would only be suitable for development if a Relief road would be built across Bachelors Farm? Why are the results of this being overlooked in favour of a more generalised Systra Traffic model?

**Environmental Factors:** Can we really prove that this site is so important as a site for housing to the detriment of the many protected wildlife species such as bats, adders, slow worms, great crested newts, cuckoos and barn owls whom for which adequate protection would be impossible?

**Coalescence:** By placing so many homes here, the ancient green fields between Burgess Hill and Hassocks would be lost for good. This would mean the smaller village of Keymer would be swallowed up by Burgess Hill’s urban sprawl, doesn’t this contravene policy DP13 in the District Plan?

**South Downs National Park:**It would cause irreparable harm to the setting of the South Downs National Park and what about the dark skies reserve, how would more houses so close to the park preserve this, would there be no street lighting?

**More Suitable Sites:** What has Happened to Haywards Heath Golf Course? This site is more suitable, available and will eventually provide a bigger housing stock? Being a golf course there are fewer environmental concerns and many of the detrimental factors above don't apply there.

**647** **Mr C Knapp** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

We understand that the necessary traffic study has not been carried out in respect of developments to the south of Folders Lane, Burgess Hill. Over the past three years there has been a substantial increase in traffic on Folders Lane, Kings Way and Keymer Road to the extent that these roads now become gridlocked each morning from 07.30 until after 10.00. These roads are not designed for heavy traffic and any further developments in this vicinity can only exacerbate the situation and make it impossible to get anywhere in the town.

Burgess Hill suffers from being split in two by the railway line with only two crossing points, Burgess Hill Station and Wivelsfield Station, ready made bottle necks that paralyse traffic movement even at quiet times. This development can only adversely affect this existing, appalling congestion.

The infrastructure of the town was never planned to accommodate the over-development we are now being subjected to. We suffer from a shortage of hospital, GP and NHS dental facilities and further development must be curtailed until this situation has been addressed.

**485** **B Knight** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13(Pages34-37),the fields south of Folders Lane, Burgess Hill, because:  
Other building schemes in the area have meant that fleets of 30 ton tipper trucks have been used to supply there needs, these work for weeks on end. These trucks damage the roads. The roads were never designed to carry this type of traffic day in day out.  
One has only to look at Kings Way at present, supplying the old Keymer brick works site to see the mess and damage to the roads in and around that site.  
Folders Lane & Keymer road cannot support any more traffic of this nature.

**224** **Mr A Knight** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development. The existing roads are already highly congested and not appropriate for a development of this scale, especially when considered alongside the other proposed developments.

Additionally, This development will seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south, as such it will cause irreparable harm to the setting of the South Downs National Park

**1126** **Mrs S Knight** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Folders Lane and Keymer Road are already trying to cope with excessive traffic, especially at peak times, and the vast number of new homes proposed will make matters worse. The passage of gigantic lorries is creating potholes and breaking up the road surface on one of only two cross-town routes.

1185	Mr H Lambert	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1185/1      Type: Object

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), these are the fields south of Folders Lane, Burgess Hill.

There is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503. It is not that far from SA12 and SA13 and offers the opportunity f

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

Also the land which is at the bottom of our garden is full of nature. We often see deer in the field especially in winter and it is also used by a local farmer to graze his sheep. We have seen foxes and of course many types of birds.

341	Mr I Lambert	Organisation:		Behalf Of:		Resident
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Reference: Reg18/341/1      Type: Object

1. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

There is considerable evidence that the existing housing developments in Burgess Hill are and will increasingly exacerbate the existing congestion and resulting pollution from traffic using the narrow 'Beacon' villages roads and lanes to transit towards the south. There is no plan to mitigate this risk.

2. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south and as a result change forever the character of the area, and impact the views Ditchling Beacon and other high points along the South Downs National Park just to the south of the proposed development.

62	Mrs D Lane	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/62/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill because:

1. I understand that no relevant traffic study has been undertaken in support of the proposed development. In three previous overviews of the area this was a requirement imposed by Mid Sussex District Council and the case for development was rejected (SHELAA's 2007, 2012 and 2013).
2. A development of this kind will erode the gap between Burgess Hill and villages that lie to the south creating urban sprawl and thus
3. causing great harm to the setting of the South Downs National Park.
4. This development would destroy a site which is home to several protected wildlife species. It would be difficult to ensure the survival of such creatures as barn owls, bats, adders, cuckoos and others that form an important role in preserving the balance of the areas eco system.
5. I feel certain that a more suitable site can be found where less damage to the environment of humans, animals and nature will occur.

1147	Mr N Langridge	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1147/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields to the south of Folders Lane Burgess Hill because the town does have the infrastructure to cope with more housing. 300 extra houses means at least 400 extra cars on the roads, the towns roads cannot cope with the traffic and are already grid locked during peak hours.

It will also mean a further strain on the water supply and extra pupils for schools which are already full and more patients at the Princess Royal which again cannot handle to the current number of patients.

This development will also further erode the green space between Burgess Hill and the surrounding towns and villages, ruining the habitat of many protected species.



**1134** **Mrs S Langridge** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

The infrastructure in Burgess Hill is unable to cope with the huge amount of development which has taken place in the last 10 years.

The creation of a further 343 houses in the Folders Lane and Keymer Road are will put further stress on the already limited resource available. It is inevitable that the increase in traffic will cause further congestion and pollution and of course there will be no increase in public transport to try and offset this in any way.

The further loss of green space is a threat to our wildlife and destroys the enjoyment we have had from the countryside around us. Local walks have, in the main been reduced to walking around the perimeter of housing estates.

Please look and the bigger picture and refuse permission for this development.

**71** **Mr M Lansdall** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12and SA3 (pages34-37),the fields south of Folders Lane, Burgess Hill, because the increase traffic coming down Ockley lane to Keymer will cause serious problems at the Hassocks road junction. It will also erode the already fragile strategic gap between Burgess Hill and the villages to the south. There is already a serious traffic problem in the Keymer,Ditchling and Hassocks area, so putting more houses south of Folders Lane would make it intolerable. I hope you will rethink this proposal.

**944** **Mr T Large** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because:

a) the site is a habitat for a large variety of protected species, including bats, adders, slow worms, newts, including the great crested newt, barn owls and cuckoos. The proposed development could not possibly provide protection for these species.

b) the development would cause irreparable harm to the setting of the South Downs National Park.

c) there are other, more suitable sites which are available providing the same, or more, housing units and which do less damage to wild life.

d) the strategic gap between Burgess Hill and the villages to the south of Folders Lane must be maintained in order to avoid an urban sprawl spoiling the countryside abutting the South Downs National Park.

<b>363</b>	<b>Ms J Larter</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/363/1	<b>Type:</b>	Object			
Object						

<b>175</b>	<b>Ms D Lashley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/175/1	<b>Type:</b>	Object			

I would like to object to this area as we have just moved into Pinehurst and understand there will be a one way system implemented through Oak Park and Greenlands?  
 this will cause absolute chaos, be unsafe and increase carbon emissions as adding to a journey just to get to your house will be increased by just under a mile, regardless of which way the one way system goes. I don't think this would form part of the sustainable transport strategy and would be interested in this part of the development. Has there been a traffic study or when will it be available.

<b>1269</b>	<b>Mrs C Lauren</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1269/1	<b>Type:</b>	Object			

I am writing to express my objections to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

I would like to highlight the following points:

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

At this time of urgent need for protection and promotion of biodiversity and care for our previous and fragile eco systems, I urge you to act in a way that protects our future generations and our environment. Please consider our obligations as guardians of this unique and precious site.

<b>413</b>	<b>Mr R Le Neve Foster</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/413/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill

1.No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). Traffic levels are increasing to a point now where the existing infrastructure cannot cope, further housing would simply over stress and markedly increase pollution and in turn seriously affect our environment.

2. We are on the edge of the beautiful South Downs National Park, this particular site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. Once their habitats are gone, these species will be gone for good, never to return.

3. The urban spread is growing. This proposal would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. They will loose their identity and what were once villages will become Burgess Hill outskirts.

4. It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraint

<b>1231</b>	<b>Mr P Leach</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1231/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

Such a large development will have a marked effect on the surrounding environment both for people already living nearby but to local wildlife. It would destroy the habitat of a number species at a time when so much wildlife is under threat from man made causes

Such a large development would also add to the already large volumes of traffic that are using roads that weren't designed to cope with such volumes. Ditchling to the south is already inundated with through traffic and regularly suffers gridlock.

This area has already had a substantial number of new builds and a further 300 plus properties would completely change the nature of the location to the detriment of existing dwellers.

It would seem that there are more suitable sites available that would not cause the same degradation to the environment, and such alternatives should be fully explored before giving the green light to this plan.

17	Ms S Leader	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/17/1	Type:	Object
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I am objecting to site allocationsSA12 and SA 13, pages 34 to 37, the fields south of Folders Lane Burgess Hill for several reasons.

We already have traffic congestion on Keymer Road and Folders Lane from existing developments yet no traffic study has been carried out to support the proposals despite this being a requirement previously imposed by MSDC in three overviews of the area where development was rejected

The proposals would mean erosion of the strategic gap between Burgess Hill and the villages to the South and have detrimental effect on the neighboring SDNP which is to be avoided not least for environmental protection reasons

The above proposals for 343 houses should be rejected

20	Mr G Leader	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/20/1	Type:	Object
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I am objecting to site allocationsSA12 and SA 13, pages 34 to 37, the fields south of Folders Lane Burgess Hill for several reasons.

We already have traffic congestion on Keymer Road and Folders Lane from existing developments yet no traffic study has been carried out to support the proposals despite this being a requirement previously imposed by MSDC in three overviews of the area where development was rejected

The proposals would mean erosion of the strategic gap between Burgess Hill and the villages to the South and have detrimental effect on the neighboring SDNP which is to be avoided not least for environmental protection reasons

The above proposals for 343 houses should be rejected

189	Mr G Leader	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/189/1	Type:	Object
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I am objecting to site allocationsSA12 and SA 3 , pages 34 to 37, the fields south of Folders Lane Burgess Hill for several reasons.

We already have traffic congestion on Keymer Road and Folders Lane from existing developments yet no traffic study has been carried out to support the proposals despite this being a requirement previously imposed by MSDC in three overviews of the area where development was rejected

The proposals would mean erosion of the strategic gap between Burgess Hill and the villages to the South and have detrimental effect on the neighboring SDNP which is to be avoided not least for environmental protection reasons

The above proposals for 343 houses should be rejected

188	Ms S Leader	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/188/1	Type:	Object
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> I am objecting to site allocationsSA12 and SA 3 , pages 34 to 37, the fields south of Folders Lane Burgess Hill for several reasons.

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> We already have traffic congestion on Keymer Road and Folders Lane from existing developments yet no traffic study has been carried out to support the proposals despite this being a requirement previously imposed by MSDC in three overviews of the area where development was rejected

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> The proposals would mean erosion of the strategic gap between Burgess Hill and the villages to the South and have detrimental effect on the neighboring SDNP which is to be avoided not least for environmental protection reasons

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> The above proposals for 343 houses should be rejected

1123	Mr B Lear	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1123/1	Type:	Object
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I am objecting to Site Allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because the site in question has a wide variety of wildlife which it would be impossible to retain in the event of a large housing development. In addition, the building of a further 343 houses in an area which is already suffering from traffic problems if of concern. The Folders Lane/Keymer Road mini-roundabout is often clogged up with traffic during peak periods, and at other times, poor sight-lines make it a particularly hazardous junction. A further large development will only exacerbate the problem. When other sites are available to take the housing which is needed, why continue to concentrate on an area which has already been subject to more development than the present infrastructure can cope with?

626	Ms H Lear	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/626/1	Type:	Object
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Traffic in this area is already a problem. Long queues quickly build up at the Folders Lane/ Keymer Road junction. Every new round of house building compounds the problem, especially as most of the town's facilities (e.g. supermarkets) are situated west of the railway line. Three previous MSDC overviews of the area have rejected the idea of development (SHELAAs 2007, 2012 and 2013).

Many protected wildlife species which inhabit the area would be under threat, with their survival unable to be guaranteed.

The strategic gap between Burgess Hill and the villages to the south is in danger of disappearing.

There are already other more suitable sites available which could deliver an equal, or higher number of units and which do not have any of the above constraints.

25	Ms D Lea-White	Organisation:		Behalf Of:		Resident
Reference:	Reg18/25/1	Type:	Object			
<p>Reference site allocation SA12 and SA3 pages 34-37 the fields south of Folders Lane Burgess Hill.</p> <p>I'm objecting to the above.</p> <p>My concerns are to the protection of nature within the area, the beautiful open space being destroyed by more development, causing harm to the wildlife. I feel strongly that there are more suitable locations for new sites. The South side of Burgess Hill has been over developed, with inconsideration to people who have lived within their home for many years and who chosen to purchase homes in an area of natural beauty. We are destroying what was a pleasant location to live in, the developments have outgrown the town. Please seriously consider the long term affect on taking away the green space from the public and wildlife species.</p>						

1176	Mrs G Lee	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1176/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.</p> <p>The site ID 503 is available and the owners of the land would like to make it available for housing.</p> <p>The developer promoting the site is ready to start.</p> <p>The current users of the site, the Golf Club, want to move.</p> <p>The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.</p> <p>The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 &amp; SA13, despite these being desperately needed.</p>						

238	Mr J Leese	Organisation:		Behalf Of:		Resident
Reference:	Reg18/238/1	Type:	Object			
<p>It would damage the fagile strategic gap between Burgess Hill and Villages to the south.</p>						

1114	Mrs H Leneghan	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1114/1      Type: Object

I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields south of Folders Lane Burgess Hill because:

No relevant traffic study has been carried out to support this developments despite this being a requirement imposed by MSDC in their 3 previous overviews of the area where they consistently rejected the idea of developments (SHELAA's 2007, 2012, 2013) The site is also full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls

It will seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have of the above constraints

541	Mr R Leon	Organisation:		Behalf Of:		Resident
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Reference: Reg18/541/1      Type: Object

I am writing to object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill

As a resident of Ditchling working in Burgess Hill, I drive between the two places 4 times a day and have done for the past 44 years. In this time Burgess Hill has expanded hugely but it is essential that the strategic gap between the two places is maintained. This is also important as it now impacts on the South Downs National Park.

This fragile gap is home to many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

The traffic is already impossible and as far as I can tell no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). The ancient village of Ditchling cannot cope with more traffic that would be generated by this development.

I urge you to refuse this application

<b>345</b>	<b>Ms N Leon</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/345/1	<b>Type:</b>	Object			

I live in the North End of Ditchling, an area which already suffers heavy traffic congestion on a daily basis. The current volume of traffic through Ditchling is not only a danger and a nuisance, especially as a parent of young children, but is polluting and eroding the very fabric of our homes - as can be seen especially on the High Street.

To approve a development that would no doubt only increase the already-intolerable level of traffic through the village makes a mockery of the protections supposedly offered by being part of a conservation area, the South Downs National Park, not to mention the fact that many properties in Ditchling are listed buildings.

As far as I am aware no relevant traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).

I hope and trust the proposed development south of Folders Lane will this time be rejected once and for all.

<b>560</b>	<b>Mr S Leon</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/560/1	<b>Type:</b>	Object			

I am writing to object to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill

As a resident of Ditchling with a business in Burgess Hill, I drive between the two places 4 times a day and have done for the past 44 years. In this time Burgess Hill has expanded hugely but it is essential that the strategic gap between the two places is maintained. This is also important as it now impacts on the South Downs National Park.

This fragile gap is home to many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. The traffic is already impossible and as far as I can tell no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). The ancient village of Ditchling cannot cope with more traffic that would be generated by this development.

I urge you to refuse this application

<b>325</b>	<b>Ms J Leslie</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/325/1	<b>Type:</b>	Object			

I am objecting to building site allocations SA12 & SA13 because in order to meet the government's aim of reducing climate change, we need to be planting trees not removing green fields. Building on these sites would have the double effect of producing more carbon and taking away a means of reducing it. About half a mile away, in Ockley Lane, there are plans for around 500 houses, also on a green field site. The infrastructure is inadequate to cope with all this. 843 new houses in such a short space will also cause traffic problems and has consideration been given to services such as water supply, doctors' surgeries and school places?

The fields in question are home to many wildlife species which would suffer drastically. Many of these species, e.g. bats are protected. Relocating them is not a option (assuming there was anywhere left to relocate them to). This would also have a detrimental effect on the National Park.



**130** **Mr J Lloyd** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

When it comes to environmental issues the idea of introducing a lot more traffic congestion on inadequate roads beggars belief. At peak times there is already long queues of traffic heading towards the Folders Lane/Keymer Road junction and onward into town. Also we are on the edge of the South Downs National Park and increasing building towards it can only detract from the whole idea of such amenities.

**59** **Ms D Lock** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 ( Pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because of the following:-

Mid Sussex District Council carried out three previous assessments of the area in 2007, 2013 and 2016 when they consistently rejected the idea of development. A requirement imposed by the MSDC at that time was that a traffic study be carried out to support this development. To date this has not been done. It is obvious to anyone driving in the area today that traffic has increased significantly in the area proposed for development and a further 343 houses would cause huge disruption to our already overcrowded roads in this area.

The proposed site already contains protected wildlife species including barn owls, cuckoos, slow worms, great crested newts, adders and bats. This proposed development would hugely damage this wildlife and go against the current thinking regarding protecting our environment.

I understand that there are other sites available which are more suitable and which do not have any of the above constraints.

**497** **Ms K Longford** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site alloctions SA12 and SA13 (pages 34-37) the fields south of Folders lane Burgess Hill because there is a huge array of wildlife within the site such as bats, adders and barn owls. Adequate protection for the animals would be impossible. I also feel that there are much more suitable sites available Which do not have the same constraints as this site.

**1153** **Mr M Lorusso** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object to this development. The sites will cause an erosion of the strategic gap between Burgess Hill and surrounding villages and will damage the settings of the South Down National Park. There are also numerous protected wildlife species in the area, whose habitats will be destroyed by developing on these sites. This side of Burgess Hill is already feeling the strain in terms of traffic build up from too many vehicles, with the location of the railway line limiting possible access points across town. Further inappropriate development on these sites will further exacerbate these issues. I believe there are other sites available which could provide more homes and which don't suffer the above issues.

**1128** **Mrs E Loughton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

As a resident of Wellhouse Lane I totally oppose any proposal for development on the land which would remove the strategic gap between Burgess Hill and Hassocks. In the 23 years we have lived here the numerous developments have adversely changed the undisturbed landscape we once enjoyed. Wildlife which is already in decline will suffer and development on this site along will encroach upon the South Downs National Park.

I fear increased risk of flooding without fields to absorb heavier rainfalls but my overriding concern is the danger we already face on a daily basis exiting Wellhouse Lane on to Keymer Road. Once out on Keymer Road, heading towards the town centre, we immediately hit traffic approaching the mini roundabout at Folders Lane. Drivers are clearly impatient and with greater frequency they are entering the lane for oncoming traffic in order to turn right into Folders Lane. There will be a serious, potentially fatal, collision before too long, especially if there are to be the number of houses proposed. The roads are already gridlocked, not to mention the existing infrastructure which cannot support an increase in the population.

If an application of this nature is approved it will set a precedent for the acquisition of other neighbouring fields for development. Under no circumstances would I approve any further development in my neighborhood and I would urge the consideration of other suitable sites for the construction of new houses.

**1264** **Mrs M Loughton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill. Traffic on Folders Lane and Keymer Road is already bad and will only get worse, the infrastructure isn't in place to deal with an increasing population in the town and it is necessary to keep these as fields to absorb rainfall, to prevent a long term risk of flooding.

**1221** **Mr T Loughton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

This is an overbearing over-development of the area south of Burgess Hill which has already been subject to substantial additional housing an absolutely no upgrade the infrastructure notably the roads which are becoming increasingly congested getting into Burgess Hill. Folders Lane and Keymer Road are becoming dangerous especially round the entrance to Wellhouse Lane ad where thee is no pavement for much of the route into town.

The green lungs around Burgess Hill are disappearing and this will set a very dangerous precedent effectively to merge the whole of Burgess Hill into one large urbanised are with Hassocks which would be a huge act of environmental vandalism

**885** **Mr H Loughton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

<b>924</b>	<b>Mrs F Loughton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/924/1	<b>Type:</b>	Object			
<p>I am strongly objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, as it will fundamentally erode the gap between Burgess Hill and other villages, whilst imposing extra traffic upon the roads of Burgess Hill which is already extremely congested in peak times.</p>						

<b>577</b>	<b>Mr P Loveday</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/577/1	<b>Type:</b>	Object			
<p>I am objecting to the fields (sites SA12 &amp; SA13) should not be allocated for housing.</p> <p>As it would erode the already very fragile gap between Burgess hill and the village to the south.</p> <p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by the MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013)</p> <p>The site has lots of protected wildlife - Bats, adders, slow worms, barn owls, cuckoos, great crested newts, what would happen to them, they would loose their habitat and die.</p> <p>The setting of the South Downs National Park would be irreversibly harmed with the development of these houses.</p> <p>There are more suitable sites which are available and deliverable which could provide an equivalent or higher number of units and do not have any of the above constraints</p>						

947	Mr K Loy	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/947/1	Type:	Object
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I am objecting to site allocations SA12 and SA3, (pages 34-37),the fields south of Folders Lane for the following reasons:-

Since moving to Burgess Hill in 1976 traffic congestion has increased tremendously, particularly along Folders Lane and Keymer Road, with all its attendant problems, including parking.

From personal experience parking along Ferndale Road, and surrounding roads, has become extremely bad and is virtually a single carriageway near to its junction with Keymer Road. I understand that no relevant traffic study has been carried out to support this development despite this being a requirement by MSDC.

This development will destroy the last vestiges of green space to the south harming the wide variety of wildlife and impinging upon the South Downs National Park. It will also create ribbon development in the gap between Burgess Hill and villages to the south.

There are other more suitable sites which would provide an equivalent number of units and not be subject to any of the above constraints.

Finally it is imperative that the necessary infrastructure i.e. roads, schools, surgeries, recreational areas, foul and surface water drainage etc., are put in place before any large scale development occurs not only here but in other parts of Burgess Hill where development is scheduled to take place.

26	Mr & Mrs I & J Lucas	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/26/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders lane Burgess Hill, because of the following reasons:

Again we are going to build hundreds of new homes where no new traffic study has been carried out. Everyday Folders Lane and Keymer road are gridlocked at peak periods and these peak periods seem to be getting longer by every year. Any building that is east of the railway line will only exasperate this issue. Until the councils accept that a solution to crossing the railway line is forthcoming nothing will improve. creating a one way system using urban roads via Oak Hall solves nothing as it still comes back onto Keymer road to cross the railway line. the proposed building of houses to the north of Hassocks will only add to the problem.

If traffic try to circumnavigate this issue they go along the Kings Way which is already becoming congested due to the steady buildup of traffic due to the building of The Croft and the former Keymer tile site. King Way flows into Cants Lane whose road surface has imploded several times due to restriction caused by parking and a road that was never built to take today's traffic in fact it ended in a dirt track before Kings Way was built. The kings Way is quickly showing massive wear and tear due to the estimated 300-400 12 wheel 30 ton trucks plus other vehicles, servicing the sites that about 15000 movements per year over four years. Now you propose to greatly increase this issue. Of course Cants Lane ultimately flows to Junction Road which leads to one of the two railway crossing. I believe both those sites are supposed to make big improvements to these roads no one expects this to happen because history shows they do very little, and weak councils let them get away with it.

There are no adequate proposal as to the impact on the resident wildlife.

The building to the north of Hassocks and to the south of Burgess Hill , will erode the strategic gap which has been shrinking at a steady pace over recent years.

A certain Golf course in Haywards Heath would resolve this issue. It is about time you as a council stopped dumping houses on us, and stop telling us its all good for Burgess Hill when it isn't.

252	Mr & Mrs P Luck	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/252/1	Type:	Object
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The site is outside the town boundary and forms part of a strategic gap between the town and the villages to the south, while being adjacent to the South Downs National Park, whose setting it would compromise. It is home to many protected wild life species that could not be adequately protected.

No traffic study has been done to support the development, despite being a requirement imposed by MSDC in three previous overviews of the area, where they consistently rejected the idea of development. Such a development would overwhelm the roundabout at the junction of Keymer Road and Folders Lane and would greatly increase the traffic on Keymer Road itself.

This suggestion that Greenlands Drive and Oak Hall Park could be designated a through road with one-way traffic would be intolerable for residents. There is an occasional bus service serving these roads in each direction. Both roads are quite narrow and were not designed for through or heavy traffic.

As there are other more suitable sites available and deliverable, which could provide at least a similar number of units, but without any of the above constraints, this proposal must be rejected.

540	Mr & Mrs C MacGillivray	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/540/1	Type:	Object
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I wish to object to your Council approving the development of land, including two fields (Site Allocations SA12 and SA13 ) for the building of 343 houses for the obvious reason that it will overload an already inadequate roadway system, lead to more road accidents ,threaten buildings in the narrow High Street of Ditchling, and continue the merging of Burgess Hill with Hassocks, Keymer, Hurstpierpoint and Ditchling. If my memory serves me correctly only half-hearted attempts have been made to study the implications of the increase in traffic in adjacent roads which would be caused by allowing this development to proceed. I trust that the Planners will use their common-sense and reject a proposal which, if allowed would cause problems for years to come.

468	Mr P Machin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/468/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>9</b>	<b>Mr &amp; Mrs I &amp; E Mackenzie</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 95%;" type="text" value="Reg18/9/1"/>		<b>Type:</b> <input style="width: 95%;" type="text" value="Object"/>		

We are objecting to the draft Site Allocations DPD, Sites SA12 and SA13, for 343 additional houses in the green fields south of Folders Lane and East of Keymer Road, Burgess Hill.

This area forms an important green belt gap between Burgess Hill and the villages to the south and this plan would cause permanent damage to the flora, fauna and overall environment of this area.

Such a development would severely increase traffic volume on Folders Lane and Keymer Road and consequently significantly worsen the air quality in this area. These roads are already heavily congested access routes into Burgess Hill, which have become much busier following the recent development of several other large house building sites in the Folders Lane/Kingsway area of Burgess Hill.

Other services in this area such as schools and GP services are also strained by these continuous additional developments and are now over-subscribed.

We are also concerned that there is a lack of supervision and control of existing developers. We regularly walk along Folders Lane. Management by the current developer working south of Folders Lane (Jones Homes) shows no proper regard at and near their site entrance for the neighbourhood, the people who live in the vicinity nor the environment.

Examples of this are:-

- 1) They blocked the rainwater drain, which runs along Folders Lane between the footpath and existing houses fence line, with concrete and earth when they created the site entrance road. They did not install a culvert so this blockage of the drain has once again created a large, deep, dangerous pond adjacent to the footpath.
- 2) They repeatedly churn up the grass verge creating very big ruts and leave mud on the pavement and road on a daily basis when lorries enter and leave the site.
- 3) They have cut down several large, mature, healthy trees along Folders Lane outside their entrance which were not included or approved in the original planning applications.

We should not be building on green belt land and constantly damaging the environment. We strongly object to the plan for more development off Folders Lane.

Furthermore, as I already mentioned, Burgess Hill as in many other areas up and down the country, does not have the infrastructure to cope with this potentially huge increase in our population.

<b>1199</b>	<b>Mr &amp; Mrs M Madden</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 95%;" type="text" value="Reg18/1199/1"/>		<b>Type:</b> <input style="width: 95%;" type="text" value="Object"/>		

We are objecting to site allocations SA12 and SA13(pages 34-37), the fields south of Folders Lane, Burgess Hill because this area of Burgess Hill cannot take any more housing. The traffic along Folders Lane and Keymer Road at peak times is already gridlocked and the effect of 343 new houses, with probably 2 cars per house, would be enormous. We have yet to see the effect of a development already under construction in Folders Lane which will add to the existing traffic.

293	Mr C Mair	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/293/1	Type:	Object
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I am strongly objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

I am a resident of Ditchling, a picturesque part of the British countryside that the local residents and the SDNP are working hard to protect, both through its Neighbourhood Plan and the National Park’s equivalent protection plans.

The village and local areas are being blighted (even now) by the volume of traffic passing through the village at all times. This development will only serve to exacerbate this problem, and seriously affect the rural setting and wildlife in this area.

I note the following key issue with this proposed development:

1. It would cause irreparable harm to the setting of the South Downs National Park
2. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
3. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).
4. There are no supporting infrastructure plans for this massive development. Pressure on already oversubscribed amenities- roads, transport, doctors surgeries, schools, public transport would be unsupportable.
5. Affordable housing in an area with little or no public transport would be non-viable.
6. There is insufficient parking at local train stations to accommodate the increase in commuters
7. The site is full of many protected wildlife species for which adequate protection would be impossible including barn owls, bats, adders, slow worms, great crested newts and cuckoos.
8. It represents the loss of valuable food-producing land.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints. Brown field sites in existing settlements should be used before greenfield sites like this one.

I hope and trust you will reject this dis-proportionately huge development.

<b>806</b>	<b>Mr T Mallaband</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/806/1	<b>Type:</b>	Object
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I am objecting to the Site Allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

1. Site ID 503 is available, the owner of the site would like to make it available for housing, the current users of the site want to move and the developer promoting the site is ready to start.
2. Site ID 503 is capable of providing more housing than MSDC are currently proposing, creating a larger “buffer”. This will reduce the pressure for more green field sites to be during the life of the District Plan. Site ID 503 is a man made site and not an ancient field system full of wildlife, unlike sites SA12 and SA13.
3. The developers for site ID 503 are planning on site infrastructure inclusive of a school & Doctors surgery. These facilities are not included in the proposals for sites SA12 and SA13 even though they are desperately needed.
4. MSDC are proposing some 343 house in the Folders Lane/Keymer Road area – the last significant green space in this area and have rejected the bigger & more sustainable site ID 503 in Haywards Heath. With this approach MSDC are clearly not operating in the best interests of the District.
5. Developing sites SA12 and SA13 would significantly erode the fragile gap between Burgess Hill and the villages to the south.
6. No relevant traffic study has been carried out to support the proposed development of sites SA12 and SA13 despite this being a MSDC imposed requirement in previous overviews of the area - where development was consistently rejected (SHELAAs 2007, 2012 and 2013.)
7. Irreparable harm to the setting of the SDNP would occur if this development proceeded.

<b>1236</b>	<b>Mrs A Mallett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1236/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Club, the site known as ID503.

Site ID503 is available and the owners of the land would like to make it available for housing. The Golf Club wants to move and the developer promoting this site is ready to start.

It will provide more housing that MSDC are currently proposing which should, theoretically, create a larger "buffer" reducing the pressure for yet more greenfield sites to be developed during the life of the District Plan.

The developers for site ID503 are planning on site infrastructure, including a school and doctor's surgery. The proposed developments for Folders Lane do not include such amenities and the surrounding area will be forced to cope with even greater strains on the current infrastructure.

I still find it strange that the inclusion of the Folders Lane sites appeared out of nowhere at the last minute (with no proper transport survey done on the traffic impact on the Folders Lane, Keymer Road roundabout) yet the proposed development of Haywards Heath Golf Club had been widely discussed in the press etc for sometime and the Developer had been in consultation with MSDC. I also understand that further discussion on this sudden decision was requested by some counsellors but turned down!



417	Ms A Mallett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/417/1	Type:	Object
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1.No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

2.The volume of traffic during rush hours along Folders Lane, Keymer Road and feeder roads ie Silverdale etc is already intolerable. Walking along these roads at these times of days is now extremely hazardous given the toxic air pollution caused by traffic jams. Any proposal to re-route traffic through side roads would be unfeasible as the tail backs are caused by restricted access over the railway line.

3. Any consideration on the impact of traffic from this development needs to be taken in conjunction with the increase in traffic from other proposed developments in Hassocks that will feed into Keymer Road and not looked at in isolation.

4. The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. The proposed developers for this area have shown scant consideration for wildlife in the past and the council seems to have no qualms about cutting down trees or failing to provide TPOs when mature ones are threatened by development.

5.It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

6. It would cause irreparable harm to the setting of the South Downs National Park

7. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

8. Burgess Hill is taking by far the greatest amount of proposed development in the mid Sussex (25 houses only for Haywards Heath?!). Our town centre has been wrecked, we have no shops or social amenities. Schooling, transport, healthcare provision and social services are unable to cope at present. We are already committed to all the housing in the Northern Arc. Further large scale housing developments will only add to this decline as amenities promised by developers never materialise or are down graded ie smaller library, no civic centre. I despair of what this place has become.

290	J Mans	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/290/1	Type:	Object
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Correct me if I am wrong but according to my maths there will be at least 4,000 houses being built around Hassocks and Burgess Hill - 3,000 north of Burgess Hill 5,00 north of Hassocks and 343 re the above allocation. I am sure there are many more sites already approved plus a few in the pipeline. I am only a normal chap but even I can see if this carries on it will be the ruin of Sussex - a concrete jungle all the way up from the Downs and up passed Haywards Heath . The roads are bad enough at the moment with increased traffic already making driving difficult and slow , not to mention the pot holes , if we have another 4000 houses built without a prior traffic study and investigation in this region ,it would be a disaster.

Wild Life is already suffering

360	Ms H Matthews	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/360/1	Type:	Object
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I strongly object to the site allocations SA12 and SA13 ( Pages 34 -37) for the reasons below:  
The fields are a strategic gap between Burgess Hill and Keymer. It's vitally important to protect it.  
The Atkins report found the area to be completely unsuitable and nothing has changed since this report.  
The fields are home a variety of wildlife. Adders, slowworms, bats, great crested newts, barn owls etc. Some of these are protected species. If their habitat were built on they could not be properly protected.  
No traffic study has been carried out.  
A development in this area would generate a large amount of additional traffic going down the Ockley Lane which being a country lane was not built to accommodate large volumes of traffic.  
Many residents down the Keymer Road, Ockley Lane and Broadlands have bad sight lines. Additional traffic would make it more dangerous for them leaving their homes.  
There is a stream that runs underground through the fields, a development could potentially cause flooding.  
There are far more suitable sites to develop without all of these considerations.

1132	Mr H Matthews	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1132/1	Type:	Object
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Assuming that generous buffer areas were maintained, the development of this site would have limited visual impact. However, in isolation the development would result in an incongruous encroachment into the countryside. The likely significant impact of development of this scale on the local highway network renders this site unsuitable until evidence to the contrary is provided." - Mid Sussex SHLAA April 2016

It is essential that strong evidence is provided to refute this very recent assessment, otherwise this brings into question whether the working group has thoroughly assessed the evidence and facts of the situation and acted bona fide. In leaving this issue unaddressed, it leave the working group open to potential accusations that the assessment was conducted without sufficient thought, to quickly dispel the legal obligation for more housing, rather than in the best interests of Burgess Hill and its residents

<b>172</b>	<b>Mr J Matthews</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/172/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37) namely the fields south of Folders Lane, Burgess Hill for the following reasons:

- 1) The nearby roads are getting more & more busy with traffic. The Keymer road is one of only two routes in & out of Burgess Hill to the south. Increasing traffic flows cause frequent delays at the Folders Rd/Keymer Rd junction. The potential use of Greenlands Drive/Oakhall Park as a one way system will not work as it feeds back onto the road hence not alleviating the problem. No relevant traffic study has been conducted to support the potential housing developments despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 & 2013).
- 2) These land areas support many protected wildlife species & it would no longer be possible to adequately protect them. Bats, adders, slow worms, great crested newts, cuckoos & barn owls & other animals will be affected.
- 3) The strategic gap between Burgess Hill & southern villages is already becoming fragile & this development would have a serious negative impact.
- 4) It would cause irreparable harm to the setting of the South Downs National Park.
- 5) There are other options of more suitable sites available & deliverable providing an equivalent or higher number of dwellings which do not have any of the above constraints.

<b>1175</b>	<b>J Matthews</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1175/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

<b>14</b>	<b>Mr J Matthews</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/14/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37) namely the fields south of Folders Lane, Burgess Hill for the following reasons:

- 1) The nearby roads are getting more & more busy with traffic. The Keymer road is one of only two routes in & out of Burgess Hill to the south. Increasing traffic flows cause frequent delays at the Folders Rd/Keymer Rd junction. The potential use of Greenlands Drive/Oakhall Park as a one way system will not work as it feeds back onto the road hence not alleviating the problem. No relevant traffic study has been conducted to support the potential housing developments despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 & 2013).
- 2) These land areas support many protected wildlife species & it would no longer be possible to adequately protect them. Bats, adders, slow worms, great crested newts, cuckoos & barn owls & other animals will be affected.
- 3) The strategic gap between Burgess Hill & southern villages is already becoming fragile & this development would have a serious negative impact.
- 4) It would cause irreparable harm to the setting of the South Downs National Park.
- 5) There are other options of more suitable sites available & deliverable providing an equivalent or higher number of dwellings which do not have any of the above constraints.

<b>856</b>	<b>Ms S May</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/856/1	<b>Type:</b>	Object
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I am objecting to site SA12 & SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because -

1. There has been no relevant traffic study carried out to support this development despite this being a requirement of MSDC in their three previous overviews of the area where they consistently reject the idea of development (SHELAA's 2007, 2012, 2013). The amount of traffic congestion in the surrounding villages is horrendous without any new houses.
2. The site is home to many protected wildlife species including Bats, Adders, Slow worms, Great crested newts, Cuckoos, Barn owls, for which adequate protection would be impossible.
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the Villages to the south.
4. It would cause irreparable harm to the setting of the South Downs National Park.
5. There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the constraints.

<b>392</b>	<b>S Mayes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/392/1	<b>Type:</b>	Object
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The traffic down Folders Lane at peak time is already causing delays, especially with the new build developments in Kings Way estate. Another 340+ houses would cause absolute chaos for the road meaning further delays and more regular maintenance required to the road, which as council budgets are tight already doesn't feel a good use of it.

<b>447</b>	<b>Mr C Mayhew</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/447/1	<b>Type:</b>	Object			

I can see no traffic study, which was a requirement asked for by the MSDC in 2007, 2012, 2013. This area and road system is already under enormous pressure, with myself have recently been knocked off my bike, by a car trying to overtake then avoiding a on coming car.

I also walk through this area and I regular see many protected wildlife species (adders, bats, owls, slow worms etc) and fail to see how these can be protected on such a large development / area.

Finally this also seriously erodes the strategic gap between Burgess hill and the villages to the south and would inflect harm and impact to the south down national park.

<b>1157</b>	<b>Mrs L Mayhew</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1157/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages34-37), the fields south of Folders Lane, Burgess Hill because:-

Quite apart from the many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls, the continued reduction in natural habitat for these creatures will no doubt, in time, lead to their eradication in the local area;

I would like to see the relevant traffic study that has been carried out to support this development, bearing in mind the MSDC requirement, for such, having been imposed on previously rejected developments in this area. As a resident on the Folders Lane estate for 20+ years I have experienced one development after another recently on Kings Way and Folders Lane which have all significantly increased the congestion along Folders Lane and Keymer Road. This has in turn led to a delays (of over 30 minutes at peak times) in order to reach the A23 via Burgess Hill Town Centre a journey of 5 miles or so – not to mention the damage to the highways themselves from the heavy construction traffic and the increased risk of collision/injury caused by such traffic and increased use of what is, in the case of Folders Lane, an unsuitable road for large/heavy traffic.

<b>631</b>	<b>Mr J Mayne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/631/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34 - 37), the fields south of Folders Lane , Burgess Hill because:

- I understand that no relevant traffic study has been carried out to support these developments despite it being a requirement in previous MSDC overviews of the area. The road network around Folders Lane is already congested, particularly at school start and finish times and rush hours.
- It has been suggested that to mitigate congestion Greenlands Drive and Oakhall Park become a one way system. As a resident of the Oakhall Park estate for 30 years I have noticed that during times of snow and ice vehicular movements are almost impossible in certain directions. The gradients and curvature of Oakhall Park, particularly at the northern end mean it is very dangerous to drive in either direction on the hill. On one occasion a car could not make the bend at the bottom of the hill and went straight into the front room of number 38! The treacherous surface persisted despite gritting by both the highways authority and the residents. The only reasonably safe way to enter and exit the estate has been found to be via Greenlands Drive. Changing the flow of traffic should therefore not be considered.
- So many protected wildlife species exist on the sites that it is doubted whether adequate protection could be made.
- The house numbers proposed are not in keeping with the area. There is growing concern that in practice individual households have at least 2 cars and many have a works vehicle. Current design standards do not make provision for this reality and accordingly the roads are congested with parked vehicles. This makes access for emergency vehicles very difficult and it is almost impossible for health professionals to park close to their client/patient. (Note: a garage should not be considered a parking space as very few people use them for parking a car due to inadequate size)
- The strategic gap between Hassocks and Burgess Hill is already being eroded from the south. Burgess Hill should not exacerbate this by building southwards.
- What provision will be made for additional infrastructure to support any development (local shops, a doctors surgery etc.)?

I would be more than happy to speak to anyone from MSDC concerning the above should you require further information.

<b>459</b>	<b>Mr D McBeth</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/459/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, on the following grounds:-

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

I will remind the inspector that the Burgess Hill housing quota in their neighborhood plan has been examined by an independent government inspector and ratified by a local referendum. I am not aware that the NPPF gives MSDC or anyone else the power to change that, unless it has been reviewed by the council and re-examined and re-voted on by local referendum.

It poses the question which asks can a District Council arbitrarily change a neighborhood plan without reference to due process, which must in the near future be subject to judicial review.

<b>448</b>	<b>F McCombe</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/448/1	<b>Type:</b>	Object
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I am writing to lodge an objection to the proposal to build 300+ houses on the fields south of Folders Lane.

Burgess Hill is proposed to be allocated a disproportionate number of houses for the area. Where are the proposals for Haywards Heath?

This specific site will result in significantly higher volumes of traffic with long delays and the inability to cross the road safely already problematic.

No traffic studies have been carried out - despite MSDC requiring this on three previous area overviews (SHELAA 2007, 2012 & 2013).

There is very little green fields space currently between Burgess Hill and Hassocks and these proposals would significantly erode this.

The loss of important protected wildlife habitat, and the irreparable harm to the setting of the South Downs National Park would be unreversable.

Please reconsider the proposals - redistributing more appropriately housing site allocations in the area unaffected by such significant impacts.

<b>56</b>	<b>Mr &amp; Ms L &amp; C McElderry &amp; Menezes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/56/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37) re fields south of Folders Lane, Burgess Hill because:

Lack of traffic study

Environmental impact, especially on threatened species (eg barn owls, adders etc)

There are better sites available.

Negative impact on already congested traffic flow through Ditchling

<b>358</b>	<b>Ms N McGlennon</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/358/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because:

There has been no relevant traffic studies carried out in order to support this development despite this being a requirement imposed by MSDC in their previous three overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013).

The site is full of many protected wildlife species including, bats, adders, slow worms, great crested newts, cuckoos and barn owls for which adequate protection would be impossible.

The development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It would also cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available and deliverable which can provide an equivalent if not higher number of units and do not have any of the above constraints.

504	Mr L McIlvenny	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/504/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- ☐ No appropriate traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- ☐ The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- ☐ It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- ☐ It would cause irreparable harm to the beauty and setting of the South Downs National Park
- ☐ There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

78	K McKendry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/78/1	Type:	Object
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I am writing to raise my objection to the Site Allocations DPD, specifically to SA12 and SA13 which are on pages 34-37 of the document.

1 Traffic/infrastructure

This area of Burgess Hill has been subject to much infilling of gardens behind Folders Lane and Keymer Road for a great many years without any improvements to the surrounding infrastructure. This has been exacerbated recently by large scale housing developments underway on Kings Way and Folders Lane. The roads in this area are unable to cope the existing weight of traffic. There are already long queues of stationary traffic along Folders Lane and Keymer Road and into the town centre at the rush hour which also impact on the residents of the residential streets that lead onto these roads.

An additional 343 houses in this area, as proposed in the DPD, plus other proposed developments in the vicinity at Ockley Lane (500 houses) and Bachelors Farm (33 houses) will create a complete bottleneck on these roads which were never built for this volume of traffic.

2 Environmental

The sites contain protected wildlife species.

Development here will impinge even more into the strategic gap between Burgess Hill and the nearby villages and towards the South Downs National Park.

As a general comment on the overall housing allocations identified in SA11 Table 2.5 (page 32) how can MSDC justify the allocation of 615 dwellings to Burgess Hill and only 25 to Haywards Heath? Burgess Hill is already committed to 3500 dwellings in the Northern Arc development.



515	Mr & Mrs J and R McKenzie	Organisation:		Behalf Of:		Resident
Reference:	Reg18/515/1	Type:	Object			

I am objecting to site allocations SA12 & SA3 (pages 34 -37) the fields south of Folders Lane, Burgess Hill because

I live on Ockley Lane and the volume and speed of traffic is already a problem. Folders Lane roundabout is regularly gridlocked, and exiting my own driveway is often a problem. Whilst traffic speeds have been monitored from time to time, with findings that the average speeds considerably exceed the speed limit, I understand that no relevant traffic study has been carried out to support this development despite this being a requirement of the MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012, 2013).

With other developments already completed, and more planned this proposed development will continue to seriously erode the already fragile gap between Burgess Hill, Hassocks and Ditchling, and must impact the setting of the South Downs National Park, being so close, as well as the local wildlife.

There are other more suitable sites which are available and deliverable, without these constraints.

Why oh why are we looking to build more and more houses without the additional infrastructure that is already required, schools, doctors, adequate roads and parking, buses etc, etc.

Please, please do not allocate this land for housing.

854	Mr P McKenzie	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/854/1	Type:	Object
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I wish to register my objection to the site allocations SA12 and SA13 (pages 34 - 37) - these are the fields to the south of Folders Lane, Burgess Hill.

I am of the view that other sites are more appropriate, particularly the site known as ID 503 (Haywards Heath Golf Club). It is a known fact that the owners of the Haywards Heath Golf Club wish to sell the bulk of the site to make it available for housing. The developer promoting site ID 503 is ready to start work and the current members of the golf club wish to move on to Lindfield Golf Club.

Site ID 503 will also provide more housing than Mid Sussex District Council are currently proposing, creating a larger "buffer" which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers for site ID 503 are planning on site infrastructure, including a school and doctors surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA 12 or SA 13, despite these being desperately needed.

Development of sites SA 12 and SA 13 will have a major impact on traffic flow into and out of Burgess Hill. Keymer Rad and Folders Lane are already heavily congested during early morning and late afternoon and the contribution of more traffic to that already trying to cross Burgess Hill would be horrendous. No significant traffic study has been completed to support the development of sites SA 12 and SA 13 despite this being a requirement imposed by Mid Sussex District Council in their previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 & 2013).

Sites SA 12 and SA 13 are full of many protected wildlife species including great crested newts. Development would also seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the constraints I have identified above.

1245	Mr B Mckinn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1245/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because it will seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

489	Ms C McNiven	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/489/1	Type:	Object
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When we moved in here 13 years ago we could hear owls on a regular basis at night, we had bats that flew around the garden at dusk and now nothing. This can only be due to their habitats being destroyed by the recent human activity in the local area. The other evening I heard again an owl call and was so pleased that they have relocated as such but still nearby.

If more building goes ahead, where can these animals go?

I feel so strongly for the animals in the area who do not have a voice but sadly as it would seem at the moment throughout the whole world are being selfishly pushed and bulldozed out the way by seemingly unconscious human beings.

It is not just the bats and owls and cuckoos who we see and hear sometimes, if we're very lucky but what about the ones who quietly go about their business, for instance the slow worms, the adders and the great crested newts etc? And they are the protected ones. What about the unprotected ones?

It feels generally as us public are on a hiding to nothing when it comes to opposing development and I understand that times change etc etc, but as I feel so strongly for the voiceless animals as I mentioned earlier I feel totally compelled to strongly object to this consultation otherwise I will feel very guilty that I said nothing.

1127	Mr R McWilliam	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1127/1	Type:	Object
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I object to the site allocations south of Folders Lane, Burgess Hill because:

- it will close the gap between and the other villages to the south of the town e.g. Hassocks and Ditchling
- I am concerned about the many protected species of wildlife and the natural environment in which they currently live on this site
- it will harm the environment neighbouring the South Downs National Park
- there has been no relevant traffic study to support the development. This was required by previous overviews of the area (I refer to SHEELAs 2007, 2012 and 2013)
- there are other more suitable sites which would be more appropriate for this number of dwellings/residents/traffic/infrastructure
- as a resident of the routes into Burgess Hill from the south, the increased traffic and associated pollution will be detrimental to my quality of life

952	Mrs C Meadows	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/952/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37) , the fields south of Folders Lane Burgess Hill because it will cause devastating damage to the South Downs National Park and I do not think adequate protection can be given to the wild life in this area including bats, adders slow worms, barn owls. All protected species.

I am very worried about traffic and do not believe that a traffic stud has been carried out

There are more suitable suits in the area that could accommodate more units

<b>273</b>	<b>Ms S Meadows</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/273/1	<b>Type:</b>	Object			

I have an objection to this going ahead for several reasons...

The traffic in Folders Lane Burgess Hill is already a nightmare at certain times of day, and it would appear that no Traffic study has been carried out despite it being a requirement by MSDC. I find this rather disturbing that the requirements have not been met.

It is very disappointing to see that nobody cares for the wildlife species that live in the area. Bats adders slow worms barn owls and wood peckers to name but a few.

Surely a more suitable site could be found elsewhere.

<b>1154</b>	<b>Mrs K Miles</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1154/1	<b>Type:</b>	Object			

I wish to object strongly to the patently inappropriate site allocations SA12 and SA13 (p.34-37), being the fields south of Folders Lane, Burgess Hill. Crucially, there are much more appropriate locations available elsewhere for such a sizeable development!! There has always been a strategic gap between Burgess Hill and the villages to the South, which gap would all but disappear if these proposals were permitted to proceed. It is entirely clear that the quality of life of those living on Keymer Road and nearby roads would be adversely affected by the massive and inevitable increase in traffic which would result - no traffic study has been carried out despite the requirement imposed by Mis Sussex District Coucil for such a study when previously considering and rejecting developments here (SHELAAs 2007, 2012 and 2013). In more general terms, the proposed developments would massively impact local wildlife and cause huge harm to the setting of the SDNP.

<b>1204</b>	<b>H Mitchell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1204/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields South of Folders Lane, Burgess Hill, because:- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the South.

<b>1203</b>	<b>P Mitchell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1203/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields south of Folders Lane Burgess Hill, because:- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls and kingfishers

**254** **Mr J Mitchell** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

The required research has not been carried out as to the impact on traffic in the area as requested by the MSDC.

The area's ecosystem will be irreparably damaged as a result of such an extensive housing development which is currently home to many protected species such cuckoos, slow worms, great crested newts and barn owls.

**545** **Mr S Mooney** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

This proposal is wholly inappropriate. The area of Burgess Hill where this development is proposed is already over contested on the roads at peak times. It can take over fifteen minutes just to get along the length of Folders Lane. I am sure the infasture of this part of the town cannot take much more development. It is time to look elsewhere and leave the remaining fields around this area to nature.

**381** **Mr L Moore** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Object

**659** **Ms L Mordecai** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because

1. this development would seriously damage the strategic gap between Burgess Hill and Keymer. This is already being threatened by the proposed development of 500 houses to the south on the Clayton Farm site.

2. The increased traffic flow which would be incurred would put further pressure on the Folders Lane, Keymer Road roundabout which already becomes very congested at busy times of the day. The developments which are currently being completed in the area make a noticeable difference to this roundabout and this will become even worse with the proposed 500 houses at Clayton Farm increase the traffic flow at this junction. The traffic study commissioned by MSDC did not consider this important junction and so cannot be considered to be sound.

3. The Sussex Biodiversity Records Centre has recorded many internationally protected wildlife species on this site and it would not be possible to protect these, particularly as there is increasing building in the surrounding areas.

4. There area several other sites available which could be developed and provide a higher number of units without further compromising this valuable green space and prevent Keymer and Burgess Hill moving closer towards becoming one large built up area.

**397** **Mr C Morphew** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

Very recently there was a burst water main in Leylands Road and the traffic diversion was via Folders Lane for a number of days. Traffic queued from my house to Hoadley's Corner, a distance of 1 mile and the journey time to reach the Town was 45 mins. As yet the full impact of the extra housing off King's Way and Folders Keep has not impacted fully on the area. Folders Lane and Keymer Road just can't take this volume of traffic. Sometime ago I wrote to MSDC & WSCC about the poor street lighting at our end of Folders Lane and was told "we can't upgrade the lighting as it would spoil the nature of the LANE" How do you square your current proposal with your previous comment? It certainly isn't a LANE any more but a full blown "A" road without the infrastructure.

Anybody who thinks another 500 vehicles long term plus the construction vehicles on the current road system will work wants to get real!

**370** **Mrs K Morton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

This is an appalling proposal which would leave homeless many protected forms of wildlife, further damage/remove the strategic gap between Burgess Hill and the villages south of and damage the setting of the South Downs National Park. Plus I do not believe a traffic study has been conducted and traffic in this area is already dangerous, clogged and causing horrendous pollution. There are other sites which would not be so damaging to the environment, the existing population and the wildlife

**513** **Mr G Moss** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because to permit development of these fields will irrevocably destroy the area, an important segment of countryside, integral to the neighbourhood, both physically providing countryside space and nature and also because this underpins the ambience, identity and variety of a section towards the outskirts of Burgess Hill, valuable to the entire community.

I know place for people to live is a necessity but I cannot condone the loss and erosion of the wonderful outer parts to our community without absolutely all possibilities for full and complete deployment and maximised use within the existing built-up urban area. Inner areas could benefit from a boost of renovation and new building and the sprawl of the ubiquitous modern estate be contained. This must be a better way.

Currently, there persists serious traffic difficulties from this side of Town through Burgess Hill, acute in mornings and evenings and struggling at other times. A solution to this needs to be implemented before new developments on the scale being contemplated are considered.

I thank you for including my point of view.

516	Mr & Mrs M & B Moysen	Organisation:		Behalf Of:		Resident
Reference:	Reg18/516/1	Type:	Object			

Objecting to site allocations SA12 and SA13 (pages34-37), the fields south of Folders Lane on the following grounds:-

\* Traffic congestion and delays at the Folders Lane junctions with Sycamore Drive, Shearing Drive and particularly Keymer Road can be significant throughout the day but particularly so between 0700-0930 and 1600-1830 Monday to Friday. Delays will increase substantially if the site allocations referred to above go ahead.

\* Folders Lane is the main eastern access and egress road to and from Burgess Hill Town Centre and Victoria Way Industrial Estate for all types of vehicles including lorries and coaches at all times of the day and night. Absolutely nothing has been done by the Councils responsible to ensure the road network can cope with the substantial increase in traffic on Folders Lane that my wife and I have observed during the 37 years we have lived in our house backing on to its junction with Kings Way.

\* Queues of traffic going into Burgess Hill often stretch from the Keymer Road/Folders Lane Junction as far as Kings Way, morning and evening, Monday to Friday. Traffic congestion will increase even further when the new residential properties on the Kings Way, Cants Lane Old Brickworks and Jones Homes, Folders Meadows site on Folders Lane have been completed and occupied.

\* No relevant traffic study can have been made to take account of the situation that will evolve once these properties have been completed and occupied. Road safety on Folders Lane is already being compromised by the volume and excessive speed of vehicles using it. Crossing it is becoming increasingly with Primary School children attempting to cross to gain access to and egress from Birchwood Road School could be particularly at risk.

\* Traffic congestion on Folders Lane will become even more hazardous if the site allocation SA12 and SA13 on the fields south of Folders Lane go ahead.

<b>567</b>	<b>Mrs S E Munier</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/567/1	<b>Type:</b>	Object
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I am objecting very strongly to the site allocations S12 and S13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because:

Poor Folders Lane !! Developers have consistently been allowed to build numerous homes on both sides of this road and they are ruthless in their determination to do so. Destroying the fragile land containing many species of wildlife which have made these areas their home.

No surveys have been carried out, to my knowledge, of the impact of yet another development along this already over-developed road. No mention of any infrastructure to support the increase in traffic, the need for more schools, hospitals etc. Mature trees are cut down - often at weekends when no one at the council can be contacted, let alone a tree officer.

However, for me personally, the increase of traffic through the beautiful village of Ditchling, will only add to its demise. Already we have over 14,000 traffic movements daily and the ancient houses are showing signs of damage, due solely to traffic; not to mention the increased pollution levels.

The gap between Burgess Hill and Ditchling has to be protected for us to maintain our village status and the increase in estates being built is directly affecting this precious area. We are in the South Downs National Park and large parts of our village are within a Conservation Area, with many houses being listed.

Where will this all end - someone is not listening in the offices of the decision makers...PLEASE consider this with the seriousness with which it deserves - not just as another step towards fulfilling requirements for housing and without any infrastructure to sustain such.

I vehemently OBJECT and really hope that this site is dismissed

<b>261</b>	<b>Mr J Murphy</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/261/1	<b>Type:</b>	Object
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My objection to site allocations SA12 and SA13 on pages 34 to 37 (fields south of Folders Lane, Burgess Hill) is due twofold: firstly, due to wildlife protection as the area is populated by protected species - such as bats, cuckoos, barn owls, adders, slow worms and greter crested newts - for which protection would be impossible. Secondly, no relevant and suitable traffic study has been undertaken to support development on the site, despite this being a prerequisite required by MSDC in three previous evaluations of the area where they repeatedly rejected the idea of such developments (SHELAAs 2007, 2012 and 2013)



**937** **Mrs G Murray** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object to site allocations SA12 and SA13 (Pages 34 to 37), the fields south of Folders Lane, Burgess Hill because:-

\*No relevant traffic study has been carried out to support the development, despite this being a requirement imposed by MSDC in their previous overviews of the area, where they consistently rejected the idea of development - SHELAAs 2007, 2012 and 2013

\*The site is home to protected wildlife species for which adequate protection would be impossible including Bats, Adders, Great Crested Newts, Barn Owls

\*It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south

\*It will cause damage and harm to the setting of the South Downs National Park

\*There are other sites which are more suitable, available and deliverable which provide a equivalent or higher number of units and do not have and of the above constraints

**1242** **Mr M Muspratt** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to the site allocations SA12 and SA13 (pages 34-37), the fields south of Folders lane for the following reasons:

a) the amount of traffic in the roads around this area is already causing long delays at peak times and is always busy off peak. No relevant traffic study has been carried out which to my understanding is a requirement of MSDC.

b) The site is a habitat for many protected species

c) It would put the strategic gap between Burgess Hill and villages to the south under pressure

d) It would cause irreparable harm to the setting of the South Downs National Park

e) In the local area there are other more suitable sites which would not have the issues mentioned.

**365** **Ms L Musser** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

927	Mr D Neish	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/927/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503. I would like to object on the following grounds:-

The land at ID 503 is available and the owners of the land would like to make it available for housing.

The land could take up to 900 houses, meaning other more precious greenfield sites could be saved.

The developers of ID 503 are planning on site infrastructure, including a school and doctor's surgery, in their proposals. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

The access roads via Folders Lane and Keymer Road are already heavily congested. Further development on Folders Lane will exaggerate this problem.

1234	Mrs S Neumann	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1234/1	Type:	Object
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Reasons for objecting include:

Keymer Road and Folders Lane are areas of townscape value in the Burgess Hill Neighbourhood Plan and development here would be harmful to them, against policy Policy H3.

It would be harmful to the setting of and views from the South Downs National Park, contrary to District Plan Policy 18,

It would be an intrusion into the strategic gap between Burgess Hill and villages to the south. This would be against District Plan Policy DP13 Preventing Coalescence.

It would be an intrusion into countryside, against District Plan 12 Protection of the Countryside.

Traffic assessments have shown that roads east-west of this area are inadequate to carry further development. The roundabouts at the junctions of Folders Lane and Keymer Road and the Hoadley's corner roundabout are particularly badly affected. The construction of 900 houses along Kingsway will further exacerbate the position.

No provision has been made for additional school places at Birchwood Grove or the Burgess Hill Academy, or for doctors' surgeries.

183	Ms E New	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/183/1	Type:	Object
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I am objecting to site allocations SA12&SA13 pages 34-37 the fields south of Folders Lane, Burgess Hill, because;

1. The addition of more housing adjacent and leading into to the two roads of Keymer Road and Folders Lane, is totally unsustainable as these roads are ALREADY congested. This is BEFORE the completion of the 100 houses at Jones development in Folders Lane and the developments in Kingsway, and Hassocks.

No relevant traffic study has been done which is a requirement imposed by MSDC itself! Three previous assessments have REJECTED further development for the same reasons that we are now objecting.

2. There is supposed to be a 'strategic gap' between Burgess Hill and Hassocks which would no longer exist as more and more greenfield land is taken over by houses. The loss of greenfield land is a national tragedy.

3. Other parts of the infrastucture of Burgess Hill is already under pressure such as schools, Dr's, Dentists and connections to the transport system.

4. The lack of local buses will mean more cars on the roads to get people to work, the Station or to schools.

The use of Bicycles or walking is impractical and unsafe. (PLEASE NOTE POINT 1)

5. The site is abundant with PROTECTED wildlife species including bats, adders, slow worms, great crested newts, cuckoos and barn owls. I have personally heard and seen these creatures from and in my garden!

Where is the result of a wildlife and hedgerow survey?

6. This site is very close to the South Downs National Park and as such these sites would denigrate its setting and unique status.

7. This site(s) are NOT INCLUDED in the neighbourhood plan and should therefore not be put forward for development.

8. Many other more suitable sites are available and deliverable which do not include the constraints as outlined.

9.The 'concreting over' of Burgess Hill has reached a crisis point. There is already approval for a huge development across the Northern Arc. The increase in population to an estimated 45000 is really frightening in that it will be soon impossible to move around the town and make life very unpleasant and frustrating.

I am not convinced that so many houses will improve the town and in particular the sites mentioned are unnecessary and severely detrimental for the reasons I have given.

161	Mr A Newman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/161/1	Type:	Object
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Object to SA 12 and SA 13.

<b>423</b>	<b>Mr B Newnham</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/423/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations sa12 &amp; sa13 ( p34 - 37), the fields south of folders lane, Burgess hill, because I do not believe that this complys with sustainable development. Infrastructure in the area is already understand strain, as is the road network for present levels of traffic.</p>						

<b>424</b>	<b>Ms C Noakes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/424/1	<b>Type:</b>	Object			
<p>I object to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lan, Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>* traffic on Folders Lane and Keymer Road is already congested and recently made worse by the permission granted to build off Kings Way at the former Keymer Tile works. This proposal, if granted, will make things much worse. Pleas provide evidence of a traffic study carried out and linked to this proposal, as this was a requirement imposed by MSDC in 3 previous overviews of the area where they rejected the idea of development (SHELAAs 2007, 2012 and 2013).</li> <li>*the site is home to many protected wildlife species for which suitable protection would be impossible, including cuckoos, barn owls, great crested newts.</li> <li>* the gap between Burgess Hill and Keymer would become almost non-existent.</li> <li>*There would be virtually irreparable damage to the South Downs National Park.</li> <li>*other sites in the area are available which would provide more units and do not have the above constraints.</li> </ul>						

<b>173</b>	<b>Mr P Norman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/173/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 &amp; SA13 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, as the site is full of protected wildlife species for which adequate protection would be impossible, including bats, adders, slow worms, great crested newts, barn owls.</p> <p>It will reduce the effectiveness of the Burgess Hill Green Circle by removing one of the potential green circle sites, number 29, hence further affecting wildlife.</p> <p>It will inevitably increase road traffic in the area making the area even less wildlife friendly.</p> <p>To date the increase in traffic does not even seem to have been assessed, but the affect of possibly 500 extra cars and almost 350 houses in the area, will increase pollution, even further affecting the wildlife.</p> <p>At certain times of the day, the traffic in Keymer Road is currently excessive. The additional traffic from this potential development will make the situation far worse and is likely affect Folders Lane which has always been a high-end pleasant residential road. It has become far busier over the past few years with all the new houses that have already been built in that area. We need some green spaces, fields, left for our enjoyment and for the sustainability of wildlife.</p>						

**317** **F Novis** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because:  
It would cause unforeseen and irreparable damage to the SDNP This land is the natural environment for many species which need adequate protection from development as they will die out as there is nowhere else for them to go, eg bats, crested newts, barn owls amongst others - including plants and trees.  
It will make Burgess Hill's population even more dense.  
Folders Lane won't be able to cope with the increased traffic.

**1225** **Mrs K O'Donnell** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I'm looking at the proposed development SA. 12. Land south of Folder Lane Burgess Hill. West Sussex.  
This development will have huge detrimental impact on Ditchling village. East Sussex. No consideration is given to the impact of increased traffic through Ditchling village.

We already have traffic problems through the village. Congestion and danger to pedestrians even when walking on the pavement. Many residents refrain from walking along the high st due to vehicles driving on the pavement and due to being hit with wing mirrors. There is no obvious solution to this problem and further development will result in more traffic driving through the village. The sustainable development section only addresses transport as an on-site issue and does not consider the impact on existing roads beyond the site.

**837** **Mr M Osborne** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am writing to object to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

There are other more suitable sites that are available and deliverable that would provide an equivalent or higher number of units that would not cause the damage that the use of these sites would.

The site is full of many protect species, particularly barn owls, cuckoos, bats, adders, slow worms and great crested newts. It would be impossible to develop the site without destroying this important habitat. In the context of the South Downs National Park this sort of environment and setting is important and irreplaceable.

Furthermore the site is important as a part of the strategic gap between Burgess Hill and the villages to the South of the development. If developments like this continue to be permitted eventually Haywards Heath will merge with Burgess Hill, which in turn will have consumed to surrounding villages to become some monstrous suburban sprawl forever destroying the history, beauty and diversity of this part of Sussex.

115	Mr M O'Shea	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/115/1	Type:	Object
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In addition to my objections previously raised, I would like to add additional concerns. Traffic congestion is a major issue in this part of town during the morning and evening rush, term time or not. Any measures to ease the flow by using the Oakhall Park estate will only add the the problems residents in these and side roads in the estate encoutr every day by commuters parking. There show little thought for the residents, and or access by emergency vehicles and the occasional bus. No traffic study has been carried out to ascertain the impact more building in the south of folders lane area will have.

362	Mr M O'Shea	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/362/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

Burgess Hill has an unusual geography, with the railway dividing the town and there are a very limited number of crossing points. In fact, between Patcham, (north Brighton) and Haywards Heath centre, it is only possible to cross the main Brighton to London line at 6 places in a 14 mile journey, Burgess Hill only having 2, by each railway station, at Station Road and Leylands Road.

This area of the town cannot cope with anymore housing, at “rush hour’s”, term time or not, the Keymer Road and Station Road passing by the station is always very busy, often with long queues in both directions, from London Road, heading east and south and back into Folder’s Lane and beyond, northbound. It then only takes some roadways in this area to almost cause gridlock.

In addition, the effects on protected wildlife and damage to the National Park environs.

364	Mr M O'Shea	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/364/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

Burgess Hill has an unusual geography, with the railway dividing the town and there are a very limited number of crossing points. In fact, between Patcham, (north Brighton) and Haywards Heath centre, it is only possible to cross the main Brighton to London line at 6 places in a 14 mile journey, Burgess Hill only having 2, by each railway station, at Station Road and Leylands Road.

This area of the town cannot cope with anymore housing, at “rush hour’s”, term time or not, the Keymer Road and Station Road passing by the station is always very busy, often with long queues in both directions, from London Road, heading east and south and back into Folder’s Lane and beyond, northbound. It then only takes some roadways in this area to almost cause gridlock.

In addition, the effects on protected wildlife and damage to the National Park environs.

493	Mr J Oughton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/493/1	Type:	Object
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No relevant traffic study has been carried out o support this development despite this being a requirement imposed by MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).  
As a resident of South Street Ditchling I am very concerned that increased southbound traffic arising from this development will make the very severe traffic problems in Ditchling even worse.

860	Mr C Paine	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/860/1	Type:	Object
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I object in the strongest possible terms to site allocations SA12 and SA13, pages 34-37, the fields south of Folders Lane, Burgess Hill. I object to these being allocated for housing as I feel it's absolute madness to even consider these as worthy sites. For the record I live near to them in Hazel Grove, Burgess Hill. Postcode RH15 0BY.

My main objections are:

No relevant traffic study has been carried out to support development in this area, despite it being a requirement imposed by M.S.D.C. in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAS 2007, 2012 AND 2013).

The traffic in this area is already a massive problem with considerable amounts of slow moving or stationary traffic during rush hour times causing pollution right next to Birchwood Grove School, where my son is a pupil. I walk him to school alongside cars that are barely moving and it's madness to even consider adding any more houses into this area that will only make this problem worse. We're not talking about a few houses, this is HUNDREDS! There is simply no possible way the current infrastructure can handle any more. I see that the plans make no mention of infrastructure improvements?!

In recent years, the considerable and ongoing development of the East of Burgess Hill, either side of Kingsway and around Folders Lane has turned this side of town into a traffic nightmare. It's putting the school under strain and quite simply does not need any further development at all. I consider it to be absolutely despicable that anybody would feel it suitable to add further pollution alongside a school and to increase traffic problems along the route towards it.

There are other more suitable sites which are available and deliverable which provide equivalent or higher number of units and do not have any of the above issues.

I'm prepared to continue to object to housing in this area as I feel so strongly about it. I await with interest as to how this will proceed.

88	Ms P Paine	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/88/1	Type:	Object
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I am objecting to sit allocations SA12 and SA13 (pages 34 - 37 ,the fields South of Folders Lane Burgess Hill, because the site is full of many protected wildlife species which again are going to be killed or made homeless because adequate protection would be impossible. There are barn owls, slow worms, great crested newts, bats,adders, also cuckoos. It would cause a great deal of harm to the setting of the South Downs national Park that would be irreparable.

It would badly erode the already fragile strategic gap between Burgess Hill and the local villages to the south making peoples lives unpleasant.

There has also been no traffic study carried out which is relevant to support this development a requirement imposed by MSDC in there three previous assessments of the area when they consistently rejected the idea of development in the years 2007, 2013 and also again in 2016.

surly there are more suitable sites which are available that can take more houses and do not have any of the problems of which I have mentioned.

573	Mr S Palframan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/573/1	Type:	Object
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My wife and I are objecting to building 343 houses on the fields south of Folders lane;

- 1) Adding to the many additional houses which have been built, this will further strain the already congested roads around Burgess Hill, Ditchling and Hassocks. Ditchling is already a notorious bottleneck for traffic at peak times.
- 2) The proposed area is on prime green belt land which will change the setting of the South Downs National Park. In particular, the natural break between Burgess Hill and Ditchling. We have concerns about the area becoming one big urban mass. This will cause irreparable harm to the setting of the South Downs.
- 3) The general infrastructure in the area is already near breaking point in terms of hospitals, schools and GP surgeries.
- 4) Imbued in the SDNP local plan is protecting for future generations in our communities that live and work in the National Park and their social and economic needs. In our view this proposal goes against these principles.



438	Mr J Papps	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/438/1	Type:	Object
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We are objecting to site allocations SA12 & SA3 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill, because:

1. There is and has already had significant development placed on this area destroying and taking away the last remaining open green spaces with over development of the spaces.
2. There is already a high traffic volume for the roads in this area which becomes evidently clear at peak times with insufficient pedestrian paving and no formal crossing points.
3. As there has not been a traffic study carried out and MSDC have already used traffic volume in past rejections of planning applications then surely this must set a precedent for all future applications.
4. It is known that there are protected wildlife species and trees within this site and no formal strategy has been put in place for the continued protection of these species which go against planning decisions for this site.
5. Have all considerations been taken into account for the Southdowns National Park and have their views been taken into account?
6. As there are already major housing developments already in construction and in planning for the town, have the future needs of the basic infrastructure been taken into account? ie: health services, public transport, education and retail provision to name a few.
7. Have the public services of police services, fire services and ambulance services been taken into account and the further pressures this will put on them.
8. Are the utility services sure they have the capacity for the additional demands across the town considering the developments already taking place and in the planning stages.

In our opinion this is an unnecessary development and will have significant detrimental impact on the area of this development.

We also suggest that in any case further studies are carried out to ensure that all parties have carried out there due diligence in accordance with planning law.

116	Mr C Parkes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/116/1	Type:	Object
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The site is full of Protected species Including Bats, Slow worms, Great crested newts, Adders, Cuckoos, Barn Owls. The site is full of Protected species and there should be adequate protection for them to enjoy what surroundings is left for these and many other species that also enjoy the area.

No Relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of this area they consistently rejected the idea of development (SHELAA's 2007,2012, 2013) why keep trying when there are more suitable areas available.

It would seriously erode the strategic gap between Burgess hill and the Villages to the south, also cause irreparable harm to the setting of the South Downs National Park.

1246	Mrs W Parlett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1246/1	Type:	Object
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I'm objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because:

Environmental reasons: The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. We are living at a time of mass extinction of many species so providing a safe space for a great number of them is surely more important than building yet another high end housing estate.

Coalescence : It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. There will be no green fields between Burgess Hill and Keymer, Hassocks. How can MDSC thereby say they are protecting the separate identity of these smaller villages? This I believe is stated clearly in the District Plan at DP13. Where development "must not result in the coalescence of settlements."

Proximity to the South Downs National Park: It would cause irreparable harm to the setting of the South Downs National Park, and in particular the dark skies reserve, put creating more light pollution.

Traffic: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). Traffic on folders Lane at peak times is already terrible affecting Folders Lane, Keymer Rd and Ockley Lane, on a good day. On a bad day it also affects neighbouring villages, Ditchling and Hassocks. There seems no realistic mitigation to tackle this... what about the Atkins Study which in 2005 deemed the area unsuitable for development without a new relief road across Bachelors Farm. Why is this being ignored?

Infrastructure: The schools and doctors surgery in the area are close to capacity. The trains, as well as the railway station car park, are also full at peak times, so attracting more people who are likely to want to commute too would demand that Southern Rail, increase the capacity of the station parking and available trains. Is this viable?

More Suitable Sites: There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraint. This should be adequate to render these sites unsuitable alone

<b>1195</b>	<b>Miss M Parlett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1195/1	<b>Type:</b>	Object			

I am objecting to sites SA12 and SA13. I am amazed that SA12 and SA13 have been offered as sites suitable for development. There are so many reasons why these are NOT suitable, I would like to touch on a few.

Coalescence – The District Plan seeks to prevent coalescence and will only permit development where, as policy DP13 clearly states: “it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.” If these two sites were to be developed, there would undoubtedly be an urbanising effect. The strategic gap (MDSC’s green belt- see note 1) would be more than halved and our smaller village of Keymer, would surely become part of Burgess Hill’s urban sprawl. We live in Keymer. Our Lane, Wellhouse Lane, is literally on the border between Keymer and Burgess Hill. It is only these fields (SA13) that prevent Burgess Hill sprawling into neighbouring Keymer. The strategic gap is lost and Keymer loses its identity. Even the NPPF says that Green belt/Strategic gap land such as this should be permanently protected ‘unless there are exceptional circumstances”. While MSDC may feel under pressure by unrealistic housing targets from the government, demand for housing is not in itself an ‘exceptional circumstance’, that should pave the wave for this ancient greenfield site to be developed. How can MSDC ignore their own district plan and prevent coalescence by allocating this site?

Environmental Questions: How can sites SA12/13 been deemed suitable for housing developments when there is overwhelming ecological evidence suggesting that site SA13 is of great ecological importance (as stated in the report by the Sussex Biodiversity records centre)? The following: bats (chiroptera, Myotis, Noctule to name a few), Great crested newts, Hazel Dormice, Peregrine Falcons, Kingfishers, have been detailed and verified by the Sussex Biodiversity Centre in their Report No. SxBRC/19/633) as being present here. By building at this site this would contravene item DP15 of the District Plan, strategic Objective 3) To protect valued landscapes for their visual, historical and biodiversity qualities; It would also contravene Item DP18 of the District Plan: Setting of the South Downs National Park - The areas of land surrounding the South Downs National Park make a contribution to the setting of the South Downs National Park. The South Downs Integrated Landscape Character Assessment (2011) provides information on the landscape character of the National Park. The Assessment examines the factors that may result in change to the National Park and the adjacent areas. The Assessment identified issues outside the National Park boundaries that can impact on the character of the National Park such as light pollution and increased development and the associated landscape change.

More houses on this area visible and bordering the South Downs National Park would undoubtedly have a negative impact on the light pollution in this area. While it is supposed to be designated a ‘dark skies reserve’.

It also contravenes National Planning Policy Framework (NPPF) Feb 2019 No15.Conserving and enhancing the natural environment - Planning policies and decisions should contribute to and enhance the natural and local environment by: a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;

Traffic Issues: Why are sites 12/13 still being considered when no viable traffic study has been carried out? According to MSDC the site was selected mainly because it scored highly in the Systra traffic model study that was recently conducted. The study did not flag the Folders Lane roundabout as being severely enough impacted to warrant any sort of mitigation. As with any modelling system, the system itself is only as strong as the data/assumptions it is based on. Such studies have limitations and should never be used as the determining factor when more accurate data such as traffic counts, or specific impact studies are available. It is widely accepted that while modelling systems such as Systra can add considerable insight to the policymaking process, model output should be regarded only as approximations.

Back in 2005 The Atkins Study was commissioned by MSDC, costing many thousands of pounds in tax payers money. It assessed the long term housing development possibilities for Mid Sussex. This included a comprehensive Burgess Hill Feasibility Study. This Burgess Hill study included a Transport Analysis. The conclusions of which found that Development to the south of Folders Lane was a viable option, but ONLY if a new relief road across Batchelors Farm (referred to as the “eastern spine road”), was constructed. This would provide an additional crossing point for the railway and relieve congestions in the town. It was thought then, 15 years ago, traffic in Burgess Hill was so bad that adding hundreds more dwellings south of Folders Lane, would only be feasible with a new spine road. No such road has been planned, and over 1000 houses have already been constructed without it. As a result, the south east of the town is gridlocked. No mitigation has been put in place to combat the current excess traffic and nothing has changed since Atkins, other than the volume of houses in the area, so surely this report and its findings are still valid. It should give us a more reliable picture than that of generalised a traffic model. Why are MSDC placing such over-reliance on a traffic modelling system to determine the correct sites for such housing without considering other reports, findings and evidence?

Have MSDC also studied the high incidence of traffic collisions along Folders Lane, Keymer Road, Ockley Lane, Lodge Lane and in Ditchling too? Looking at the Collision data for this area, there has been one fatality in Ditchling and a number of serious collisions as well as many minor collisions on these roads. A higher volume of traffic using these roads, in particular, Keymer Rd/ Ockley Lane will make access point and sight lines, exiting out of roads such as wellhouse Lane, even more perilous than they are now. I spoke to a policeman present at a collision along Ockley Lane. He said it was ‘madness’ “adding more traffic to this road, as it is already dangerous and there will be more accidents and possible loss of life here.” What does West Sussex County Highways think to the plans to build on sites SA12/13? It will be their job to deal with the gridlocked roads when houses are built here.

Again this will contravene NPPF 15.Conserving and enhancing the natural environment  
181.Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

What mitigation is in place for the increased air pollution that will be generated along Folders Lane, Keymer Road, Ockley Lane and in Ditchling too, if another 350 houses are placed here and the associated increase in traffic? There will be increased concentrations of PM2.5 and Nitrogen dioxide. In the UK alone according to the Committee on the Medical Effects of Air Pollutants, 40,000 deaths can be attributed to air pollution. Elderly people and children are most vulnerable to the effects of air pollution. By destroying green areas around Folder’s lane with its increased levels of traffic, you are exposing the community to increased amounts air pollution caused by diesel engines. You need to be protecting these green fields as they will in turn protect the community from the dangerous levels of PM2.5 and nitrogen dioxide. They are many vulnerable groups of people living around the Folder’s Lane roundabout, that will be effected by an increased volume of traffic, elderly people in care homes, school children etc all of whom will be exposed to a greater number of PM2.5 which WILL have a detrimental effect on their health.

While MSDC say that according to their readings Folder’s Lane is within European guidelines for air pollution. The equipment they use and the means of measuring, which measures the pollution 24 hours a day giving a monthly average, does not represent the extent of air pollution at busy times of day, when air pollution is at its strongest. We know that just being exposed to air pollution for even a short period causes lasting damage to our health. To increase the traffic in this area would inevitably and needlessly expose residents and the local community to high levels of air pollution.

As I understand it, there are more suitable sites eg Haywards Heath Golf Course which are available, deliverable and provide an equivalent or higher number of unit and do not have the above constraints. So, if it is a case of having to deliver a certain number of houses, why is this site not being considered? There are far fewer reasons for this site not to be considered?

1250	Mr S Parlett	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1250/1	Type:	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:  
More Suitable Sites: What has Happened to Haywards Heath Golf Course? This site is more suitable, available and will eventually provide a bigger housing stock? Being a golf course there are fewer environmental concerns. Many of the issues below are not a problem there.  
Traffic: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) What about the Atkins Report of 2005, which claimed these fields would only be suitable for development if a Relief road would be built across Bachelors Farm? Why are the results of this being overlooked in favour of a more generalised Systra Traffic model?  
Environmental Factors: Can we really prove that this site is so important as a site for housing to the detriment of the many protected wildlife species such as bats, adders, slow worms, great crested newts, cuckoos and barn owls whom for which adequate protection would be impossible?  
Strategic gap: By placing so many homes here, the ancient green fields between Burgess Hill and Hassocks would be lost for good. This would mean the smaller village of Keymer would be swallowed up by Burgess Hill’s urban sprawl, doesn’t this contravene policy DP13 in the District Plan?  
South Downs National Park:It would cause irreparable harm to the setting of the South Downs National Park and what about the dark skies reserve, how would more houses so close to the park preserve this, would there be no street lighting?

<b>846</b>	<b>Mr N Parsloe</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/846/1	<b>Type:</b>	Object			

I am objecting to Site Allocations SA12 and SA3 (pages34-37), the fields south of Folders Lane, Burgess Hill, because I do not believe sufficient consideration has been given to the impact of the considerable extra traffic that would be generated by this Development. The traffic would go through Ditchling Village, where already the traffic management is very seriously stretched . There are traffic calming measures in force, But at rush hours, and weekends many drivers ignore the give way system and take little notice of the regulations causing log jams . And without a proper traffic study There will be no improvement or consideration of the impact of 343 more households With possibly more than 600 extra vehicles .

There is also the impact on wildlife within these fields and there is evidence that many Species would lose their habitat.

Quite apart from that there will be further ‘infill’ between Burgess Hill and Hassocks and Ditchling which will take development up to the edge of the South Downs National Park.

There are many other sites that would be more suitable that would not cause such Impacts although maybe not deliver as much profit for developers . Also I would ask How many or what percentage of this development would actually deliver truly affordable housing for hard pressed young families.

<b>895</b>	<b>Mrs J Patterson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/895/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The traffic study has flaws and errors, and did not "study" the crucial Folders Lane–Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. It was commissioned by MSDC.
- Any proposed protection for the internationally protected wildlife species will be inadequate if not impossible. The site is full of many internationally protected wildlife species and Sussex Biodiversity Records Centre confirms these to include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers
- The South Downs National Park would suffer irreparable harm to it’s setting.
- It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.
- There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

Which decision will help you sleep sound at night...? Follow your hearts!

1119	Mr C Patterson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1119/1	Type:	Object
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I am objecting to SA12 (pp34-35) being included in the Site Allocations Development Plan Document on the following grounds:

I contend that MSDC will have sufficient housing numbers going forward without SA12 being included in the Site Allocations DPD. It is an important site in maintaining a gap between Burgess Hill and Ditchling. The site borders my Ditchling home and any development on SA12 will essentially merge the settlements of Burgess Hill and Ditchling which is contrary to the requirement in planning to maintain a strategic gap between two settlements. The site is also important local countryside enjoyed by walkers and home to wildlife. Please withdraw this site from your document. Just because a developer is developing the adjacent site should not give SA12 any priority as each site should be judged on its own merits.

I also wish to object to SA13 (pp 36-37) being included in the Site Allocations Development Plan Document on the following grounds:

It will add too much traffic to Folders Land and Keymer Road which already struggles at peak times. MSDC can meet their housing numbers without this site being included in the Site Allocations DPD.

1138	Mr J Patterson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1138/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- Site ID 503 is a man-made site and it can exceed the required housing numbers. The owners want to build on it.
- The Golf Club on site ID503 want to move. It is to become vacant.
- The developer promoting the site is ready to start.
- Site ID 503 will provide more homes than MSDC are proposing at the moment. This will ease pressure on precious greenfield sites and help to safeguard the character of our neighbourhood. It will also help protect important wildlife habitats and migration corridors. Already the Jones Homes development on Folders Lane has focused changes in the wildlife that used to live there. Let us not make the same mistakes again!
- School places and doctor's appointments are much needed in Mid Sussex. Both are in short supply. They are not included in plans for sites SA12 & SA13. The developer for site ID 503 is including both a school and doctor's surgery in their plans.

67	Mr M Pattrick	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/67/1	Type:	Object
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I am writing to strongly object to the site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, for the following reasons:  
The traffic on Folders Lane is already at capacity, and it only takes one bit of road works to adds considerable time to my daily commute, all spent attempting to leave my road (Oak Hall Park). There does not seem to have been any form of relevant traffic study to support this development despite this being a requirement imposed by the council in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).  
I know there have been proposals to turn Oak Hall Park into a one way system, which is a staggeringly bad idea. Firstly this will in no way alleviate any traffic (people already use Oak Hall Park as a rat run and the traffic is still bad), but more importantly it will mean endangering my children for the sake of 300+ houses that should have never been built. The additional traffic (especially that pushed down our quiet residential street) will mean more noise, lots more pollution, and you will make it considerably more dangerous for my children to play outside of our house. There are 3 schools along the folders lane route, all of these children would be at an increased risk of respiratory problems due to the fumes from queuing traffic. Exposure to high levels of air pollution from motor vehicles is frequently associated with increased morbidity from cardiovascular diseases, lung cancer and respiratory diseases, such as bronchitis and respiratory tract infections. (Sydbom A, et al. SE. Eur Respir J. 2001 Apr; 17(4):733-46.) Oak Hall Park also has a large elderly population. Air traffic pollution has a documented effect on mortality in the over 60s as this paper in the lancet shows ([https://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(17\)32643-0/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(17)32643-0/fulltext)). I really feel that this application for more housing is holding our quality of life to ransom. I implore you to never consider making Oak Hall Park into a one way system. It will destroy any good feeling we have for the area. There seems to be no consideration to the long term health of the resident of the Keymer road area.  
These additional houses seem to have been proposed without any consideration to the local infrastructure which is already at capacity. Throwing up to 400+ extra cars down a single track road between 8am and 9am each morning cannot be solved with a one way system. It will just serve in making the residents miserable and resentful towards the council for even considering this. It also seems in an age of environmentalism, that this application flies in the face of creating a town people want to live in. The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, as well as many bird species including barn owls. I don't want my children to only see animals in books. This will obliterate the green spaces that make Burgess Hill special. Once this happens there is no going back, by agreeing to this application you would be party to the further destruction of our countryside and the futures of the children growing up here. The South Downs national park should be something we celebrate, not paste in a huge amount of houses over for developers money. I'm sure there must be many other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints. In summary: do not approve the site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill. They would be a disaster to the neighbourhood and leave a legacy of misery and health problems for years to come.

<b>1201</b>	<b>Mrs C Peach</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1201/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 -370, the fields south of Folders Lane, Burgess Hill. There are several reasons for this.

Firstly - there have been so many separate developments south of Folders Lane. Everyone of these developments must have disturbed the wildlife as fields and gardens are paved over and their habitat is destroyed. The wildlife would have been pushed elsewhere - possibly onto these two fields. A detailed survey of the wildlife diversity on both sites must be done independently.

Secondly - despite what is said, there will be an impact on the South Downs National Park. Trees, if they are planted, will not shield these developments from those enjoying the South Downs National Park. It is my observation that, the duty of the developer to plant trees when planning permission is granted, is hardly ever enforced.

Thirdly - no mention is made of providing the services the new residents will need. Schools, dental practices and GP's surgeries in the area are full. Even if new surgeries and schools are provided I wonder where the GPs, Dentists or Teachers will be found to staff them. There is a shortage of these professionals throughout the UK.

Fourthly - traffic is congested on both Folders Lane and Keymer Road. These developments will only add to the problem as access roads to Burgess Hill and anywhere else are either Folders Lane or Keymer Road. It won't take many more cars on the road to reduce Burgess Hill to gridlock every rush hour.

Traffic congestion is a priority. As I understand it, no relevant traffic study has been carried out by MSDC. This must be done.

Burgess Hill does not need these homes. There are more suitable sites.

<b>1178</b>	<b>Mrs P Perkins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1178/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start and the current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.



<b>1179</b>	<b>Mr T Perkins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1179/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start and the current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

<b>150</b>	<b>Mr T Perkins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/150/1	<b>Type:</b>	Object
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I am objecting to this proposed development because of the appalling effect that it will have on this part of Burgess Hill. The amount of traffic that this number of houses would generate would be devastating onto what is a fairly narrow, countrified road. 500 houses have also been approved in Hassocks (adjacent to Ockley Lane) and many of these future residents will also use this road to access Burgess Hill, thus Ockley Lane/Keymer Road will form a major route into Burgess Hill to commute to the town, the two new business parks and beyond.

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development in 2007, 2013 and 2016.

Councillor Judy Llewellyn-Burke has stated that the Council is looking at ways to improve sustainable transport across Burgess Hill as part of the Town’s regeneration programme to cope with significant growth over the next 15 years and that a public engagement programme is scheduled for the Spring of 2020. It seems sensible that any future development should be put on hold until a proper road improvement scheme is put in place for the whole of Burgess Hill.

It is obvious that road links / improvements should be considered in some depth, particularly with substantial, large developments now approved on the North East side of Hassocks. Substantial improvements e.g. widening and re-alignment will be required. Stonepound Cross Roads in Hassocks will continue as a bottleneck, aggravated by the permitted development on the North-West side of the village and Keymer Road will be a ‘rat’ run into Burgess Hill.

It is also obvious that a Southern Relief Road for Burgess Hill is needed from Ditchling Road running South of Folders Lane to Keymer Road then linking into Jane Murray Way before any decision is made regarding this Planning Application and this proposal should be considered before it is too late.

122	P Perkins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/122/1	Type:	Object
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I am objecting to this proposed development because of the appalling effect that it will have on this part of Burgess Hill. The amount of traffic that this number of houses would generate would be devastating onto what is a fairly narrow, countrified road. 500 houses have also been approved in Hassocks (adjacent to Ockley Lane) and many of these future residents will also use this road to access Burgess Hill, thus Ockley Lane/Keymer Road will form a major route into Burgess Hill to commute to the town, the two new business parks and beyond.

Councillor Judy Llewellyn-Burke has stated that the Council is looking at ways to improve sustainable transport across Burgess Hill as part of the Town's regeneration programme to cope with significant growth over the next 15 years and that a public engagement programme is scheduled for the Spring of 2020. It seems sensible that any future development should be put on hold until a proper road improvement scheme is put in place.

It is obvious that road links / improvements should be considered in some depth, particularly with substantial, large developments now approved on the North East side of Hassocks. Substantial improvements e.g. widening and re-alignment will be required. Stonepound Cross Roads in Hassocks will continue as a bottleneck, aggravated by the permitted development on the North-West side of the village and Keymer Road will be a 'rat' run into Burgess Hill.

It is also obvious that a Southern Relief Road for Burgess Hill is needed from Ditchling Road running South of Folders Lane to Keymer Road then linking into Jane Murray Way before any decision is made regarding this Planning Application and this proposal should be considered before it is too late.

331	Ms J Peters	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/331/1	Type:	Object
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i am objecting to site allocationsSA12 and SA13 (pages 34-37), the fields south of folders lane burgess hill because it has many protected wildlife species for which adequate protection would be impossible including bats, adders, cuckoos, barn owls and great crested newts and it would cause irreparable harm to the setting of the south downs national park.

1122	Mrs N Petherbridge	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1122/1	Type:	Object
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We have recently put an offer on a property on Wintons close, Burgess Hill which has been accepted. However, on further research of the area, we were most disconcerted to see that the fields to the south of Folders Lane, Burgess Hill have been selected for further Housing development.

Whilst we understand that further housing is required within Burgess Hill we strongly object to this development of houses taking place for the following reasons:

1. As I am sure you are aware the traffic between Keymer Road/Folders Lane Junction is consistently gridlocked and there are already sufficient traffic problems in place in this area. The proposal to build 300 + houses in an area which is already so congested seems unthinkable as this will bring even more vehicles to an already unsustainable and chocked local road as well as causing damage to the road infrastructure currently in place and even further air pollution and raised carbon monoxide levels. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
2. In relation to the fields south of Folders Lane - this site is full of many protected wildlife species including bats, adders, slow worms, great crested newts, cuckoos, barn owls, for which adequate protection would be completely unsustainable should a housing development of 300+ houses be erected.  
I am already aware of distressed animals becoming stuck in these fields of which no one took responsibility for, causing the RSPCA to become involved in order to free them.
3. It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause irreparable harm to the setting of the South Downs National Park including its land, infrastructure and wildlife animals.
5. I feel that there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.
6. There is also a lack of infrastructure for this housing development to take place and due to this lack of infrastructure there would be a large amount of upheaval, stress and upset among the residents who already live in this area who are fighting desperately, to keep the reasons they moved to Burgess Hill in the first place.
7. Again, due to the number of proposed houses there would be further noise and air pollution to the surrounding area, taking away from the beautiful fresh countryside that Burgess Hill has to offer and instead becoming a noisy, over populated and over crowded area.

I hope these objections are taken seriously with deep consideration being given, as I know that I am not the only resident who strongly feels that this housing development can not go forward.

418	Mrs V Pethybridge	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/418/1	Type:	Object
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Object

916	Mr D Phelan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/916/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

918	Ms S Phelan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/918/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

259	Mr D Phelan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/259/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- Insufficient transport and supporting infrastructure. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- It would cause serious harm to protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

**260** **Ms S Phelan** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- Insufficient transport and supporting infrastructure. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- It would cause serious harm to protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

**335** **Ms S Phillips** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

There is enough traffic passing through our village, without more, using Ditchling as a rat run will only increase the already increased traffic and also the pollution. There have been no traffic studies on this proposed development. Too many houses too many people eroding our countryside and our small village communities and our nature. I am told that there are many protected wildlife species on this proposed site. Aren't we trying to preserve our nature and our planet??.

**641** **Mrs E Phillips** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I object to the development on the basis of environmental concerns, the loss of wildlife and its natural habitat, not to mention the noise and air pollution caused by an increasingly over-congested Keyer Road and Folders Lane. It recently took me 30 minutes to drive in to Burgess Hill due to the amount of congestion, a drive of less than one mile. The roundabout at the top of Folders Lane is not fit for purpose at peak times due to the level of congestion and there is NO safe place for my children to cross in order for them to get to school.

**643** **Mr A Phillips** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I care for the environment and worry about the continued development to the south of Folders Lane and the loss of wildlife and its habitat. It is also very dangerous when trying to cross Folders Lane on my way to school. There are too many cars which travel too fast and create too much noise and pollution.

<b>644</b>	<b>Ms G Phillips</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/644/1	<b>Type:</b>	Object			
<p>I care for the environment and worry about the continued development to the south of Folders Lane and the loss of wildlife and its habitat. It is also very dangerous when trying to cross Folders Lane on my way to school. There are too many cars which travel too fast and create too much noise and pollution.</p>						

<b>640</b>	<b>Mr B Phillips</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/640/1	<b>Type:</b>	Object			
<p>Put simply, I object to the development on the basis of environmental impact, the loss of wildlife and its natural habitat, not to mention the noise and air pollution caused by an increasingly over-congested Keyer Road and Folders Lane. It doesn't take a rocket scientist to work out that the local infrastructure simply cannot cope with further development to the south of Burgess Hill.</p>						

<b>1121</b>	<b>Mr G Player</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1121/1	<b>Type:</b>	Object			
<p>In my view there should be no further developments in this area of Burgess Hill at this time. I did not object to either of the large new developments off Kingsway as resources to support these developments were promised (however they have not yet materialised). The result is no further shops, surgeries, etc in this area but considerably more traffic - sometimes Folders Lane is very congested at peak times. I am not aware that any traffic study has been conducted to support this further proposed development in this area.</p> <p>I have lived in Burgess Hill for almost thirty years and it has grown faster than any other town in the area - I know that counties have housing targets but they do not all have to fulfilled here. The area where I live used to have a good amount of wildlife, this has very much reduced, most likely due to habitat loss. I would expect further erosion of this with the proposed development. I chose to live in Burgess Hill because it was a pleasant town in a good location, I do not wish to live in a 'concrete jungle'.</p> <p>If Burgess Hill continues to expand then the gap between it and the surrounding villages would also be compromised. I have no wish to see this happen, and urge the Council to target their development needs more fairly around the County so as not to destroy the integrity of our town and its surroundings</p>						

<b>931</b>	<b>Mrs A Plyming</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/931/1	<b>Type:</b>	Object			
<p>The traffic study commissioned by MSDC contains many errors and did not include consideration of the crucial Folders Lane- Keymer Road junction. This roundabout is a serious bottleneck which is getting steadily worse as more and more houses are built and occupied in the locality. It could hardly cope with additional traffic from sites SA12 and SA13.</p> <p>It would greatly reduce the strategic gap between Burgess Hill and the villages to the south- already affected by the 500 houses planned for Clayton Farm.</p> <p>It would case irreparable harm to the setting of the South Downs National Park.</p> <p>There must be many other sites without these constraints.</p>						

929	Mr L Plyming	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/929/1	Type:	Object
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The traffic study commissioned by MSDC is seriously flawed since it contains errors and did not take into account the crucial Folders Lane-Keymer Road junction. This roundabout is already a major bottleneck which is getting worse month by month as the houses already in the local area are completed and occupied; it could not cope with the additional traffic from sites SA12 and SA13.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park.

44	Mr B Preston	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/44/1	Type:	Object
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This Email is to raise a formal objection to the site allocations DPD, Policy SA12 & SA3 ( pages 34-37), the fields south of Folders Lane, Burgess Hill. I have previously raised objection to the specific development DM/19/0276, again a site off of Folders Lane, Burgess Hill.

My previous objections which equally apply to the latest planning applications are highlighted below: -

- \* the erosion of the strategic gap between Burgess Hill and the adjacent villages south
- \* contrary to the setting of the South Downs National Park
- \* over development of an existing rural residential area
- \* significant alternative brown fields sites in other areas of the town
- \* no provisions for additional medical or educational services
- \* even greater traffic disruption than is already experienced in the Folders Lane, Keymer Road area.

In spite of specific requirements imposed by MSDC no relevant traffic studies have been conducted to support these over developments and to hear that West Sussex are considering solutions, including routing traffic through residential areas ( ie Greenland's Drive & Oak Hall Park ) is laughable!!! Clearly who ever is proposing this idea has no practical knowledge of the area. Routing heavy traffic through a residential road, with steep access at both ends, two green areas & pond where children play, plus the existing additional congested street commuter parking (caused by the excessive parking charges in the adjacent council cars parks), make for a totally unacceptable proposal. Also, what effect would this have on the value of the properties in the area??

As a long standing resident of Burgess Hill, I consider your whole approach to town planning in the area to be shambolic and lacking any real professionalism, as has been highlighted by the still yet to be approved Martlets town centre re development. More pertinently your inability to grasp the negative aspects of the proposed site developments in Folders Lane, to which this objection relates, borders on the gross incompetence.

I trust this objection will be formally registered

168	Mr J Pritchard	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/168/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park

410	Mr R Pullen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/410/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

Then use any or all of the following points - in your own words if possible: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south It would cause irreparable harm to the setting of the South Downs National Park There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

411	Mrs S Pullen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/411/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

Then use any or all of the following points - in your own words if possible: No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south It would cause irreparable harm to the setting of the South Downs National Park There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”



284	Ms S Pulsford	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/284/1	Type:	Object
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I am objecting to the above site allocations situated in the fields south of Folders Lane because:

- . The site is full of protected wildlife species (bats, adders, barn owls, great crested newts and more) for which adequate protection would be impossible.
- . It would cause irreparable harm to the setting of the South Downs National Park.
- . Last but certainly not least is the increase in traffic on a major road which is already full of queues. Traffic surveys in previous years (2007, 2013 & 2016) highlighted the affect on the road network, and development applications were rejected. Since then the road is much busier. Building 343 houses, with each house more than likely having more than one car would seriously overload Folders Lane and the surrounding area which is already at a standstill in the morning rush hour.

Due to these reason I ask you to reject this application

907	Mr M Pulsford	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/907/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is ready to go and the owners of the land would like to make it available for housing.  
The developer promoting the site is ready to build.  
The current users of the site, the Golf Club, want to move.  
The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.  
The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

<b>346</b>	<b>Mr R Pursey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/346/1	<b>Type:</b>	Object
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I AM OBJECTING TO SITE ALLOCATIONS SA12 AND SA13 (PAGES 34-37) THE FIELDS SOUTH OF FOLDERS LANE, BURGESS HILL BECAUSE:

FIRST AND FOREMOST THE PROPOSED ACCESS TO THESE FIELDS IS VIA A NARROW ROAD , BROADLANDS, FROM WHICH THERE IS ONLY DIFFICULT ACCESS ON TO THE KEYMER ROAD. ANY TRAFFIC SURVEY WOULD UNDOUBTEDLY CONFIRM THE UNSUITABILITY OF SUCH ACCESS AS HAS BEEN PROVEN IN THE PAST. ADDITIONALLY THE PROPOSED MAJOR DEVELOPMENT IN HASSOCKS WILL INCREASE SIGNIFICANTLY THE TRAFFIC ON THE KEYMER ROAD MAKING ACCESS TO IT FROM BROADLANDS YET MORE DIFFICULT.

USERS OF THE FIELDS TO THE WEST OF BATCHELORS FARM WHO CURRENTLY USE BROADLANDS FOR PARKING WOULD BE SERIOUSLY DISCONVENIENCED BY ANY LARGE SCALE INCREASE IN TRAFFIC FLOWS ON THE ROAD.

THESE SITES ARE REQUIRED TO REMAIN AS THE HABITAT FOR MANY PROTECTED WILD LIFE SPECIES AND DEVELOPMENT WOULD NOT ONLY DESTROY THEIR HABITAT BUT DAMAGE THE SETTING OF THE SOUTH DOWNS NATIONAL PARK.

THE NEED FOR ADDITIONAL SITES FOR DEVELOPMENT IN THE MID-SUSSEX AREA WOULD BE MORE EASILY SATISFIED BY SELECTING OTHER MORE APPROPRIATE SITES, E.G. BY INCREASING THE NORTHERN ARC OR ALLOWING DEVELOPMENT OF HAYWARDS HEATH GOLF COURSE.

<b>606</b>	<b>Mrs P Pursey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/606/1	<b>Type:</b>	Object
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I am writing to object to the site allocations SA12 and SA13 (pages 34-37), namely the fields South of Folders Lane, Burgess Hill, because

- 1.No relevant traffic study has been carried to support this development. This should have been carried out as it is a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).
- 2.The site in question is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, cuckoos, barn owls and greater crested newts.
- 3.Approval of this site allocation would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the South.
- 4.It would undoubtedly cause irreparable harm to the setting of the South Downs National Park.
- 5.There are other much more suitable sites in the area which are available and deliverable and would provide an equivalent or higher number of units and do not have any of the above constraints.

<b>570</b>	<b>Mrs M Pycock</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/570/1	<b>Type:</b>	Object			
No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous overviwes of the area where they consistently rejected the ida of development (SHELAAs 2007 , 2012 and 2013)						

<b>158</b>	<b>Mr M Ralph</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/158/1	<b>Type:</b>	Object			
<p>I wholly object to the site allocations SA12 and SA13 (pages 34-37). These fields are located in the fields which form the already fragile strategic gap south of Folders Lane Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>• This development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.</li> <li>• The development would cause untold harm to the South Downs National Park which would only be metres away.</li> <li>• The wildlife impact would be immense. The site is home to many protected species for which adequate protection would be impossible. These species include Great Crested newts, Barn Owls, bats, adders, slow worms, Cuckoos. Ecological habitats cannot just be moved from one site to another, the populations of these precious protected species would be devastated.</li> </ul> <p>As far as I am aware NO RELEVANT traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three overviews of the area where they consistently REJECTED consideration of development (SHELAAS 2007,2012 and 2013)</p> <ul style="list-style-type: none"> <li>• There is already immense and growing pressure and heavy flow of traffic causing considerable congestion on the immediate roads, due to the current expansive and progressive new build in this area. Plus the commensurate heavy parking of vehicles in the area due to commuters using the railway station.</li> <li>• I believe there are more suitable sites which are available and certainly deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</li> </ul>						

<b>156</b>	<b>Ms J Ralph</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/156/1	<b>Type:</b>	Object			
<p>I wholly object to the site allocations SA12 and SA13 (pages 34-37). These fields are located in the fields which form the already fragile strategic gap south of Folders Lane Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>• This development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.</li> <li>• The development would cause untold harm to the South Downs National Park which would only be metres away.</li> <li>• The wildlife impact would be immense. The site is home to many protected species for which adequate protection would be impossible. These species include Great Crested newts, Barn Owls, bats, adders, slow worms, Cuckoos. Ecological habitats cannot just be moved from one site to another, the populations of these precious protected species would be devastated.</li> </ul> <p>As far as I am aware NO RELEVANT traffic study has been carried out to support this development, despite this being a requirement imposed by MSDC in their three overviews of the area where they consistently REJECTED consideration of development (SHELAAS 2007,2012 and 2013)</p> <ul style="list-style-type: none"> <li>• There is already immense and growing pressure and heavy flow of traffic causing considerable congestion on the immediate roads, due to the current expansive and progressive new build of 1000's of homes in this area. Plus the commensurate heavy parking of vehicles in the area due to commuters using the railway station.</li> <li>• I believe there are more suitable sites which are available and certainly deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.</li> </ul>						

580	Mr D Ransom	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/580/1	Type:	Object
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I have lived in Burgess Hill since 1959 and since that time, hardly anything has changed regarding the planning for the flow of traffic through the town. Up until the 1990s there was hardly ever a traffic congestion problem. Now the flow of traffic is grinding to a halt, especially during the early morning and early evening rush hours. It is quite depressing to be stuck in traffic so close to home, and other drivers tend to do silly things like overtaking at the wrong time when they get impatient. I have tried, with my employers permission, to change my working hours, but this has made very little difference. It takes me longer to get from one side of the town to the other than it does to get from Burgess Hill (once I manage to escape!) to Steyning. This is totally unacceptable.

Living in Kings Way, next to two large building sites, I have suffered enough already. The thought of even more houses blocking my escape route from this awful town is dreadful. The building has to stop. What was once a nice town is rapidly becoming a place where all the original residents wish to leave for good.

That is why I object to this allocation . . . and EVERY other one in Burgess Hill

245	Ms S Rawlings	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/245/1	Type:	Object
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I wish to object strongly to the inappropriate development plan to the fields south of Folders Lane, Burgss Hill.

Firstly no relevant traffic study has been carried out, and already this whole area is hugely congested. The villages locally are difficult to drive through, most especially Ditchling. Crossroads have constant long tail-backs, and it is now becoming counter productive to people shopping locally etc, trying to park, not to mention their health and wellbeing. With all the development that has been going on, we have less and less countryside for all the locals to use. This loss of habitat is frightening, as with it goes all the wildlife and flora and fauna and trees. They should all be hugely valued for recreation and the good of the locals and our country. The area is becoming one huge urban sprawl. One village/town is being merged into another, and the character of this part of Sussex is now over-populated and all character is being lost. Services cannot cope with the huge increase in people and the system is creaking. The roads themselves are in a terrible state.

The South Downs National Park was set up to protect an outstanding area of the British Isles and bit by bit it is being overwhelmed and lost to this constant lust for development.

208	Mr C Redshaw	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/208/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

**207** **Ms M Redshaw** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments.  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

**592** **Ms D Rees** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to the above site SA 12 and SA 13(pages 34-370)the fields south of Folders Lane Burgess Hill I think we have taken enough housing in this area which is already becoming so congested to what was a very desirable place to live is now like suburbia please leave us some green spaces !!

**389** **Mr D Rees** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

This part of the town is being overdeveloped with no thought for the infrastructure. The roads can barely cope now without the considerable more traffic this development will bring.What you are doing to our wonderful countryside is criminal and future generations will hold you to blame and not to forgive or forget

11	Mr J Renwick	Organisation:		Behalf Of:		Resident
Reference:	Reg18/11/1	Type:	Object			

343 Houses on fields south of Folders Lane

I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).

The site is full of many protected wildlife species for which adequate protection would be impossible. I have lived at Rowan House for 35 years and every April we hear the cuckoo who has clearly taken up residence each Spring in trees beyond the bottom of our garden. If the proposed development goes ahead the cuckoo will be driven out and this would be a great shame. To hear the cuckoo in Spring is one of life’s pleasures and one for our grandchildren to hopefully enjoy as well.

On summer evenings at dusk we see bats in our back garden so we assume there is a bat colony roosting in the trees in the area of the proposed development. These bat roosts need to be protected.

I also understand there are great crested newts in ponds in neighbouring ‘Blenheims’.

The development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>81</b>	<b>Mrs M Renwick</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/81/1	<b>Type:</b>	Object
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343 Houses on fields south of Folders Lane

I am objecting to site allocations SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).

The site is full of many protected wildlife species for which adequate protection would be impossible. I have lived at Rowan House for 35 years and every April we hear the cuckoo who has clearly taken up residence each Spring in trees beyond the bottom of our garden. If the proposed development goes ahead the cuckoo will be driven out and this would be a great shame. To hear the cuckoo in Spring is one of life’s pleasures and one for our grandchildren to hopefully enjoy as well.

On summer evenings at dusk we see bats in our back garden so we assume there is a bat colony roosting in the trees in the area of the proposed development. These bat roosts need to be protected.

I also understand there are great crested newts in ponds in neighbouring ‘Blenheims’.

The development would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>507</b>	<b>Mr &amp; Mrs P &amp; B Richardson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/507/1	<b>Type:</b>	Object
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We are writing to object in the strongest manner to the above sites being used to build houses on.

That MSDC is thinking of allowing 343 houses to be built on these sites is unbelievable. I note that no traffic study has been carried out this time but that on the three previous overviews MSDC rejected development of the area on traffic grounds. (See SHELAA 2007 , 2012 & 2013). The solution to the consequent traffic chaos by making Oakhall Park & Greenlands Drive a one way system is totally unacceptable & even this wont stop the traffic snarl up through the town centre. We need a link road running from Keymer Rd & Jane Murray Way to relieve town centre traffic pressure & we need this even without these extra 343 houses.

In addition the small gap between Burgess Hill & villages to the south would be further eroded to the detriment of the area in general

315	Mr & Mrs P & B Richardson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/315/1	Type:	Object			

We are writing to object in the strongest manner to the above sites being used to build houses on.

That MSDC is thinking of allowing 343 houses to be built on these sites is unbelievable. I note that no traffic study has been carried out this time but that on the three previous overviews MSDC rejected development of the area on traffic grounds. (See SHELAA 2007 , 2012 & 2013). The solution to the consequent traffic chaos by making Oakhall Park & Greenlands Drive a one way system is totally unacceptable & even this wont stop the traffic snarl up through the town centre. We need a link road running from Keymer Rd & Jane Murray Way to relieve town centre traffic pressure & we need this even without these extra 343 houses.

In addition the small gap between Burgess Hill & villages to the south would be further eroded to the detriment of the area in general.



398	Mr P Richens	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/398/1	Type:	Object
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we believe this proposal and any others in the vicinity should not be permitted because of fundamental deficiencies in the local Planning regime.

In our opinion the District Plan fails to address and provide any clear infrastructure vision for Burgess Hill to the east of the railway. The current infrastructure deficiencies are manifest and will only be exacerbated by further growth and development. A clear 'vision' for the area would enable all the vital elements to be added incrementally but eventually achieving a coherent and efficient community.

Currently, the road system on the east side of Burgess Hill relies on two aged railway bridges, the Junction Road 'linkage' between them and other 'feeder' routes. Junction Road is hardly 'fit for purpose' now let alone for the foreseeable future. The feeder routes then incorporate mini roundabouts with the inherent associated issue of always having to give way to the right which already very often produces undue delays to the main traffic flows.

Then there is the frequent and seemingly uncontrolled disruption caused by 'routine', emergency and development related roadworks!

On Keymer Road south of Greenlands Drive there is a footpath on the east side only and further south beyond Broadlands there is either a rough verge or no verge at all!

Regarding the water supply, about two years ago apparently a main fractured in Cooksbridge, several miles to the east. It transpired that this is the sole supply to the water tower that feeds this area of Burgess Hill. Within 5-6 hours the tower had been drained and we were left without mains water for many hours.

Within the last month, we have suffered two power outages apparently because trees had damaged the overhead power lines supplying this portion of Burgess Hill.

These examples of existing patent infrastructure issue explain our concern at likely worsening of already unsatisfactory infrastructure reliability and acceptability. We suspect that there are others about which we are blissfully unaware.

Within two weeks of issuing our letter, the incident at the junction of Leylands and Mill Roads occurred and the resultant traffic disruption has been very significant particularly at peak times. Surely either someone or a body has the responsibility for:-

- overseeing this vital component of our community
- identifying a vision/'master plan' (presumably the intent of the District Plan!)
- identifying any current deficiencies including contingencies for when things go wrong
- proposing an overall plan including proper planning restrictions upon interim development that might exacerbate existing problems without features that should enable both that development and ultimate achievement of the 'master plan'
- periodically reviewing the 'master plan' as things change.

It would be nice if someone with influence would review our plea to contribute to influence a better future.

1115	Mrs J Richmond	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1115/1	Type:	Object			

I wish to strongly object to the proposed building on site allocations SA12 and SA3 south of Folders Lane, Burgess Hill.

I believe that this site is unsuitable for development for the following reasons:

1. The gap between Burgess Hill and the south lying villages should be preserved for the wildlife habitat they offer. It is crucial for wildlife that it maintains a corridor, and the removal of this would be detrimental to a number of species including adders, slow worms, great crested newts, and bird life.
2. I drive this route for work and school and already, in the last couple of years, the traffic around this area has increased substantially. It makes for an unpleasant environment for everybody, with increased car emissions, noise, and traffic jams. Burgess Hill is already feeling the strain of significant development and becoming a less and less desirable place for family life.
3. In addition to the above point, the SDNP is a beautiful setting, but will become less attractive with the increase of development.
4. No relevant traffic study has been carried out to support this development.

76	Ms J Ridley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/76/1	Type:	Object
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I am formally objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane in Burgess Hill .  
My reasons for doing so are that after the huge amount of new housing that has been going on in and around the village of Hassocks over the last few years has made it feel like living in a concertina...that NEVER gets to open.  
Picture those horror movies where you are stuck in the middle of a room and the walls all start closing in around you-that's what it feels like.

Hassocks village has been squeezed from every single angle north, south, east and west and living as a resident on the Ditchling side of the village the increase in traffic down Ockley Lane whilst the work is being carried out in London Road for the current housing estates going in , has been monumental.  
There have already been several car accidents, one person even had a car drive into the front of their house.

Ockley Lane is a backwater country lane and is simply not designed to have the huge volumes of traffic going up and down it we have in recent months.  
To think of what more housing south of Folders that this proposes is simply frightening and I consider this extremely unsafe for the elderly and the young children in the village.

The infrastructure of the village is creaking at the seams already and whilst this is a proposal for South of Folders, we know that once this starts the dwellings creep further and further south.  
Every time more houses go in we are promised more infrastructure, more improved schooling, doctors, local services but it simply never happens as back handers between councils and builders go on behind closed doors.  
There is nowhere for any of our young people to gather already and as a result we have seen a rise in crime and drug dealing.  
Hassocks does not have the policing to deal with this and this development will only add to the already grim picture that Hassocks is turning into.

The strategic gap between it and Burgess Hill is already narrowing with other proposed developments already being agreed.  
I know there are other areas which are more suitable and can deliver more houses-so why this?

All of this of course takes no mention of the appalling impact on our beautiful South Downs National Park, for which we are world famous!  
Why destroy that as a starting option?  
Something that recently featured on a travel show on TV as one of the best places to visit in the world!

The Park is beautiful, and by comparison to our neighbours north of the country we have so little beautiful spots left....  
In a week that environmental campaigns have caused violence in London what thought is being given to this topical matter, and all the wildlife that the culling this green space will simply kill!  
I am referring to birdlife and reptiles that use this as their habitat.

If you have any conscience and any concern for the future of our planet, this country and your young family-kids and grandchildren, then please I urge you to consider this action.  
What would they want you to do?  
Are you going to simply contribute to the destruction of our beautiful planet...  
PLEASE THINK BEFORE YOU ACT.

724	Mr M Ridley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/724/1	Type:	Object
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I am formally objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane in Burgess Hill.

My reasons for doing so are that after the huge amount of new housing that has been approved recently in and around the village of Hassocks has made it feel like living in a concertina...that NEVER gets to open.

Picture those horror movies where you are stuck in the middle of a room and the walls all start closing in around you-that's what it feels like.

Hassocks village has been squeezed from every single angle north, south, east and west and living as a resident on the Ditchling side of the village the increase in traffic down Ockley Lane whilst development is being undertaken in London Road has been significant. There have already been several car accidents, one person even had a car drive into the front of their house.

Ockley Lane is a backwater country lane and is simply not designed to have the huge volumes of traffic using it that we have in recent months.

To think of what more housing south of Folders that this proposes is quite alarming and I consider this extremely unsafe for the elderly and the young children in the village.

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The infrastructure of the village is creaking at the seams already and whilst this is a proposal for South of Folders, we know that once this starts the dwellings creep further and further south. Every time more houses go in we are promised more infrastructure, more improved schooling, doctors, local services but it simply never happens as back handers between councils and builders go on behind closed doors.

There is nowhere for any of our young people to gather already and as a result we have seen a rise in crime and drug dealing.

Hassocks does not have the policing to deal with this and this development will only add to the already grim picture that Hassocks is turning into.

The strategic gap between it and Burgess Hill is already narrowing with other proposed developments already being agreed.

I know there are other areas which are more suitable and can deliver more houses-so why this?

All of this of course takes no mention of the appalling impact on our beautiful South Downs National Park, for which we are world famous!

Why destroy that as a starting option?

Something that recently featured on a travel show on TV as one of the best places to visit in the world!

The Park is beautiful, and by comparison to our neighbours north of the country we have so little beautiful spots left....

In a week that environmental campaigns have caused violence in London what thought is being given to this topical matter, and all the wildlife that the culling this green space will simply kill!

I am referring to birdlife and reptiles that use this as their habitat.

If you have any conscience and any concern for the future of our planet, this country and your young family-kids and grandchildren, then please I urge you to consider this action.

What would they want you to do?

Are you going to simply contribute to the destruction of our beautiful planet... PLEASE THINK BEFORE YOU ACT.

1202	Mrs S Ritchie	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1202/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 to 37), the fields south of Folders Lane , Burgess Hill, because:

1. The traffic on both Folders Lane and Ockley Lane is already excessively heavy. Further development will result in more traffic which will mean worse congestion and delays. The road will be less safe.
2. There are other suitable sites in the Mid Sussex area such as Site ID 503 (Haywards Heath Golf Club) where the developers plan to add suitable infrastructure including school and a doctors surgery. No further infrastructure is planned for the Burgess Hill sites, despite existing facilities being overcrowded.

1291	Mr J Robbs	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1291/1	Type:	Object
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My particular concern is the cumulative impact on road traffic volumes generated by developments to the east of the main London to Brighton railway line. Further development South of Folders Lane will make traffic along Keymer Road and down Station Road unmanageable. There is an urgent need for the development of another road traffic crossing point in the town.

<b>102</b>	<b>Mrs T Roberts</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/102/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments

2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”

2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)

2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part pf Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it’s fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill).

The proximity of the sites to the South Downs National park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the prosed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

<b>478</b>	<b>Mr B Roberts</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/478/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA3 (pages 34 -37), the fields south of Folders Lane, Burgess Hill, for the following reasons-

1. Following multiple developments along Kingsway, additional housing in Hassocks and additional recent developments south of Folders Lane, have resulted in overloading the local infrastructure. This fact is obvious to see on any weekday morning from 8.00am onwards.
2. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development.
3. Further development would cause irreparable harm to the setting of the South Downs National Park and erode the already fragile gap between Burgess Hill and villages to the south.

614	Mr P Roberts	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/614/1	Type:	Object
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I object to the proposed allocation of sites SA13 and SA12 because

- i) they would be much more harmful than the consultation documents suggest,
- ii) the Sustainability Appraisal and Strategic Environmental Assessment are inadequately evidenced,
- iii) the public consultation documents are incomplete and misleading with respect to potential impacts, and
- iv) if impacts had been properly considered it is likely that different site allocation selections would have been made.

As a result of these shortcomings the Site Allocations Development Plan Document is unsound.

I am concerned about the following impacts in particular:

- the impacts of traffic increases on the road network and local communities (including the impact of a potential scheme to introduce a one-way system via Oak Hall Park and Greenlands Drive), and
- the impacts on biodiversity.

Transport

The SYSTRA strategic highway model indicates that junction S6 (Junction Road / B2113) would be severely impacted in Scenarios 7 and 8, without mitigation, but that “nearby mitigation to reroute traffic from this junction would reduce it to a point where it is no longer severely impacted but still operates at capacity” (Mid Sussex Transport Study Transport Impact Of Scenarios 7 and 8 Full Modelling Report p.34). However, the only mitigation listed for the Folders Lane development sites are the sustainable measures of an improved public transport interchange, enhanced bus infrastructure and enhanced of cycle parking. There is no description of highways mitigation to reroute traffic away from the S6 junction so the SYSTRA report is ambiguous in this respect.

The residents of Greenlands Drive and Oak Hall park have been informed by the South of Folders Lane Action Group that West Sussex County Council Highways Department are, in fact, conducting a feasibility study on the use of these two roads to relieve the pressure on Keymer Road, which would involve changing Oak Hall Park an Greenlands Drive (D182) from a quiet residential distributor road to a oneway B-road providing a principle access to the town centre. However, Greenlands Drive and Oak Hall Park were designed as housing estate access roads, narrow in places with poor visibility through corners, many unenclosed front gardens and residential driveways opening onto the road, and are therefore completely unsuited to a high volume of through traffic.

It would be completely inappropriate for land to be allocated for development that might necessitate such a large change to the road network, the public realm, and the quality of life and safety of hundreds of households without proper sustainability appraisal, strategic environmental impact assessment and public consultation.

Furthermore, no transport impacts arising from the development of sites SA13 and SA12 (or the impacts of consequent mitigation schemes to re-route traffic) have been assessed in the Site Selection table (SEA NTS p.14) where the impacts and benefits of schemes are weighed, even though the impacts of the such a huge change to the road network would be a major offset to the benefits of SA13 & SA12 and seem likely, therefore, to result in the proposed allocations being re-allocated to the “Sites that Perform Poorly” category.

#### Biodiversity

I note that Option B (20 ‘Constant Sites’ plus Folders Lane, Burgess Hill (x3 sites)) is preferred over Option C on the grounds of negative impacts arising on environmental objectives; however no biodiversity assessment has been undertaken of the Folders Lane sites so the so the scoring is unjustifiably weighted against the Folders Lane sites.

#### Planning policy

The National Planning Policy Framework requires that “transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places (NPPF para.102).

In paragraph 108 of the NPPF it says that in assessing sites that may be allocated for development in plans it should be ensured that :c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 says that development should be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

In paragraph 31 the NPPF says that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned.

The SEA Directive (2001/42/EC, 27 June 2001) says in Annex 1 that the information to be provided in a SEA should include a description of the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

Furthermore, paragraph 5.27 of EC Guidance for SEA (Implementation Of Directive 2001/42 On The Assessment Of The Effects Of Certain Plans And Programmes On The Environment) says “It should be remembered that mitigation measures may themselves have adverse environmental effects, which should be recognised.”

Paragraph 5.16 of the SEA Guidance also makes it clear that the level of detail in a SEA should be proportionate to that of the plan/programme that is being assessed.

#### Conclusion

Planning policy and EC requirements are clear that that the impacts of development on transport networks, safety and environmental impacts must be considered and



clearly described at the earliest stages of plan making, including the consequent impacts of potential mitigation works. Furthermore, policies must be underpinned by relevant and up-to-date evidence. It should be remembered that development should eventually be refused if it would cause severe congestion, an unacceptable impact on highway safety, the environment or the public realm.

If the Plan will depend on a major change to the towns transport network such as the re-routing of the B2113 through a residential housing estate, adversely affecting many hundreds of households, such a proposal would be a strategic issue not a minor matter of detail that can be deferred to a later stage of planning. Therefore, if development of SA13 and SA12 might necessitate such a change it must be considered (and consulted upon) as part of the SEA; not to do so would leave strategic environmental and social assessment of the Plan incomplete and therefore would be contrary to planning guidance.

In fact, the transport report does not describe any change to Greenlands Drive and Oak Hall Park, and the SA/SEA does not take into account the impacts of such change nor weigh the impacts against the benefits of the proposed land allocations. The impacts on biodiversity are also overlooked.

Therefore, I object to the proposed allocation of sites SA13 and SA12 because i) they would be more harmful than the consultation documents suggest, ii) the SA/SEA are inadequately evidenced in respect of transport and biodiversity impacts, iii) public consultation has been misleading, and iv) if impacts had been properly considered it is likely that different site selections would have been made. The Site Allocations Development Plan Document is therefore unsound.

495	Mr C Roberts	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/495/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because over the past few weeks it has gradually become more and more obvious that Folders Lane down to the roundabout with Keymer Road junction cannot now cope with the amount of traffic. We have only just touched on the amount of traffic that will be attempting to use this junction as the houses that are already under construction in the local area are completed and occupied.

The existing roads are narrow, deteriorating in condition with potholes etc and will be unable to cope with the extra cars from the proposed application for 343 house, let alone the 500 houses planned for Clayton Farm. You will not get any more cars through Ditchling and there are no other alternatives from Haywards Heath except for the main road through Burgess Hill which is also overloaded.

I understand that this site is full of many internationally wildlife species for which adequate protection would be impossible. I gather from the Sussex Biodiversity Records Centre, these include bats, dormice, osprey, crested newts, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

We are on the edge of the South Downs Park and all this traffic and building sites all over the place will cause irreparable harm and turn this area into a congested building site.

I was under the impression we had met our total allocation for new houses but somehow what was once agree has become flexible!!!!

You are turning a great area for people to live in with overcrowding housing, making a shortage of suitable schooling, doctors and general medical resources, let alone stifling transport.

TIME TO THINK AGAIN I think before more building sites.

63	Mr & Mrs I Roberts	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/63/1	Type:	Object
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We are objecting to site allocations SA12andSA3(pages34-37), the fields south of Folders Lane, Burgess Hill, because to our knowledge no relevant traffic study has been carried out regarding this development despite this being a requirement by MSDC in their previous overviews of the area where they consistently rejected the idea of development (SHELLAs2007,2012 and 2013). This being greenfield land within the SouthDowns National Park and is not acceptable in our opinion and would be to the detriment of protected wildlife species.

We are sure there are other more suitable sites available which do not have the above restraints and concerns.

613	Mr P Roberts	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/613/1	Type:	Object
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I object to the proposed allocation of sites SA13 and SA12 because

- i) they would be much more harmful than the consultation documents suggest,
- ii) the Sustainability Appraisal and Strategic Environmental Assessment are inadequately evidenced,
- iii) the public consultation documents are incomplete and misleading with respect to potential impacts, and
- iv) if impacts had been properly considered it is likely that different site allocation selections would have been made.

As a result of these shortcomings the Site Allocations Development Plan Document is unsound.

I am concerned about the following impacts in particular:

- the impacts of traffic increases on the road network and local communities (including the impact of a potential scheme to introduce a one-way system via Oak Hall Park and Greenlands Drive), and
- the impacts on biodiversity.

Transport

The SYSTRA strategic highway model indicates that junction S6 (Junction Road / B2113) would be severely impacted in Scenarios 7 and 8, without mitigation, but that “nearby mitigation to reroute traffic from this junction would reduce it to a point where it is no longer severely impacted but still operates at capacity” (Mid Sussex Transport Study Transport Impact Of Scenarios 7 and 8 Full Modelling Report p.34).

However, the only mitigation listed for the Folders Lane development sites are the sustainable measures of an improved public transport interchange, enhanced bus infrastructure and enhanced of cycle parking. There is no description of highways mitigation to reroute traffic away from the S6 junction so the SYSTRA report is ambiguous in this respect.

The residents of Greenlands Drive and Oak Hall park have been informed by the South of Folders Lane Action Group that West Sussex County Council Highways Department are, in fact, conducting a feasibility study on the use of these two roads to relieve the pressure on Keymer Road, which would involve changing Oak Hall Park an Greenlands Drive (D182) from a quiet residential distributor road to a oneway B-road providing a principle access to the town centre. However, Greenlands Drive and Oak Hall Park were designed as housing estate access roads, narrow in places with poor visibility through corners, many unenclosed front gardens and residential driveways opening onto the road, and are therefore completely unsuited to a high volume of through traffic.

It would be completely inappropriate for land to be allocated for development that might necessitate such a large change to the road network, the public realm, and the quality of life and safety of hundreds of households without proper sustainability

appraisal, strategic environmental impact assessment and public consultation. Furthermore, no transport impacts arising from the development of sites SA13 and SA12 (or the impacts of consequent mitigation schemes to re-route traffic) have been assessed in the Site Selection table (SEA NTS p.14) where the impacts and benefits of schemes are weighed, even though the impacts of the such a huge change to the road network would be a major offset to the benefits of SA13 & SA12 and seem likely, therefore, to result in the proposed allocations being re-allocated to the “Sites that Perform Poorly” category.

#### Biodiversity

I note that Option B (20 ‘Constant Sites’ plus Folders Lane, Burgess Hill (x3 sites)) is preferred over Option C on the grounds of negative impacts arising on environmental objectives; however no biodiversity assessment has been undertaken of the Folders Lane sites so the so the scoring is unjustifiably weighted against the Folders Lane sites.

#### Planning policy

The National Planning Policy Framework requires that “transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places (NPPF para.102).

In paragraph 108 of the NPPF it says that in assessing sites that may be allocated for development in plans it should be ensured that :c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 says that development should be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

In paragraph 31 the NPPF says that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned. The SEA Directive (2001/42/EC, 27 June 2001) says in Annex 1 that the information to be provided in a SEA should include a description of the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

Furthermore, paragraph 5.27 of EC Guidance for SEA (Implementation Of Directive 2001/42 On The Assessment Of The Effects Of Certain Plans And Programmes On The Environment) says “It should be remembered that mitigation measures may themselves have adverse environmental effects, which should be recognised.”

Paragraph 5.16 of the SEA Guidance also makes it clear that the level of detail in a SEA should be proportionate to that of the plan/programme that is being assessed.

#### Conclusion

Planning policy and EC requirements are clear that that the impacts of development

on transport networks, safety and environmental impacts must be considered and clearly described at the earliest stages of plan making, including the consequent impacts of potential mitigation works. Furthermore, policies must be underpinned by relevant and up-to-date evidence. It should be remembered that development should eventually be refused if it would cause severe congestion, an unacceptable impact on highway safety, the environment or the public realm.

If the Plan will depend on a major change to the towns transport network such as the re-routing of the B2113 through a residential housing estate, adversely affecting many hundreds of households, such a proposal would be a strategic issue not a minor matter of detail that can be deferred to a later stage of planning. Therefore, if development of SA13 and SA12 might necessitate such a change it must be considered (and consulted upon) as part of the SEA; not to do so would leave strategic environmental and social assessment of the Plan incomplete and therefore would be contrary to planning guidance.

In fact, the transport report does not describe any change to Greenlands Drive and Oak Hall Park, and the SA/SEA does not take into account the impacts of such change nor weigh the impacts against the benefits of the proposed land allocations. The impacts on biodiversity are also overlooked.

Therefore, I object to the proposed allocation of sites SA13 and SA12 because i) they would be more harmful than the consultation documents suggest, ii) the SA/SEA are inadequately evidenced in respect of transport and biodiversity impacts, iii) public consultation has been misleading, and iv) if impacts had been properly considered it is likely that different site selections would have been made. The Site Allocations Development Plan Document is therefore unsound.

1144	Mrs T Roberts	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1144/1	Type:	Object			

I strongly object to the inclusion of sites SA12 & SA13 on pages 34-37 of this document due to there being a better, more suitable and sustainable site at Haywards Heath Golf club - site ID 503. This site would provide more housing than MSDC are currently proposing which will help to reduce further erosion of greenfield sites in the future. The developers involved in this site are ready to start and the owners are willing to sell so a withdrawal of this site would appear very, very strange indeed and would likely lead to a vacant plot that will not be used for anything - a huge waste considering the level of demand for housing. Site 503 also included much needed infrastructure such as a doctors surgery and school which is not included in the plans for SA12 & SA13 putting even more pressure on existing services in Burgess Hill which have not yet felt the impact of the current substantial developments in this area. It would be negligent to allow SA12 and SA13 to be put forward for these reasons alone but there is also the fact that Hayward Heath Golf club is a man made site whilst sites SA12 and SA13 would result in an ancient field system full of wildlife being destroyed. Hayward Heath Gold Club is ready to take up to 900 homes whilst SA12 & SA13 would only provide 343 - surely this speaks for itself?

591	Ms C Robinson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/591/1	Type:	Object			
<p>I am objecting to the Site Allocation SA12 and SA13 (pages 34-37) the fields south of Folders Lane, Burgess Hill, because:</p> <p>*Ditchling already has huge traffic problems caused by north to south traffic, this would only increase the problem and no relevant traffic study has been carried out to support this application. (See SHELAAs 2007, 2012 and 2013).</p> <p>*No concern for the wildlife.</p> <p>* it would erode the strategic gap between Burgess Hill and villages to the south.</p> <p>* This would go against all that the SDNP stand for.</p>						

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73	Mr N Roe	Organisation:		Behalf Of:		Resident
Reference:	Reg18/73/1	Type:	Object			
<p>I object very strongly to the current planning proposals on sites SA12 and SA13 - covering fields to the south of Folders Lane, Burgess Hill - and would ask you to formally note my opposition.</p> <p>My objection centres on the following points that make development unthinkable in such a sensitive and precious area:</p> <ol style="list-style-type: none"><li>1. Development on this site would utterly ruin the immensely important setting of the South Downs National Park, destroying its vital tranquillity and beauty.</li><li>2. The proposal will increase traffic to unsupportable levels, ruining surrounding villages such as my own - Ditchling - yet I believe that no relevant traffic study has been carried out with reference to this extraordinarily inappropriate proposal. This is a gross error, surely?</li><li>3. Further, the proposal would erode the important buffer zone between Burgess Hill and villages to the south, a space that currently guarantees the individual identity of these threatened but important communities. Destroy that open-land barrier and you are wiping out centuries of history, tradition and local cultural heritage, in order to build houses that can, with the exercise of good judgement, be built elsewhere.</li></ol> <p>I ask the council to exercise proper care by acknowledging and acting on these objections.</p>						

449	Ms S Roe	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/449/1	Type:	Object
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I feel further housing in this area is a bad idea for various reasons.  
Firstly, the roads can not cope with any extra traffic. I often Notice long tailbacks all the way to Ditchling Common with vehicles travelling along Keymer Rd into town. Further traffic from hundreds of houses would create chaos. I note no traffic study has been completed.  
Secondly, the area is an important one is it is the start of the South Downs Country Park. A housing development would spoil this area.  
Thirdly, the site is home to many protected wildlife species such as barn owls, adders, great crested newts and cuckoos which would lose protection if housing was granted;  
Fourthly, it would erode the already fragile strategic gap between Burgess Hill and it's neighbouring villages.  
Fifth, as a parent with two small children I am concerned about the possible increase in air pollution as well as a lack of a safe road crossing on Kingsway or Keymer Rd as a result of increased traffic if housing built.  
Finally, I understand that there is a demand for housing but feel that other sites are more suitable which do not have similar constraints.

920	Mr T Rose	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/920/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

921	Mr M Rose	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/921/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>42</b>	<b>Mr &amp; Mrs Michael Rose</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/42/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

Further more I believe Mid Sussex District Council have failed to adequately assess the ramifications for our local area in Burgess Hill. It would mean the town losing the last significant green space to the south of Folders Lane with the arrival of 343 houses. The area does not have the infrastructure (such as Doctors surgeries, schools, parking) in place to cope.

Please acknowledge receipt of this objection and confirm it will be taken into consideration by the planning committee.

<b>933</b>	<b>Mr C Rose</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/933/1	<b>Type:</b>	Object
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No traffic study has been undertaken to support this development. Previous assessments in 2007, 2013 and 2016 rejected the idea of any development. Folders Lane has become the most dangerous road in the area. Constant stream of heavy lorries, buses and juggernauts together with normal traffic, speed along this narrow road which was not built for such vehicles and volumes. The situation is so bad that a serious accident is just waiting to happen. The volume of traffic has become untenable with daily jams. Despite two large developments in recent years and a third on its way, it is a dangerous road to walk along. Why hasn't proper street lighting been installed between Kingsway and the railway bridge. I challenge anybody to walk down this poorly lit part of Folders Lane at night and see if they can keep to the pavement and avoid falling into the unfenced stream. When these developments were approved there was no realistic study undertaken to asses the impact of increased traffic and associated problems. I have been a resident of Folders Close since 1991 and the situation has now reached a dangerous level. It has become increasingly more difficult (particularly for schoolchildren and the elderly) to cross the road in order to use the inadequate pavements which only appear one side of the road. An increase in traffic will make matters more dangerous than ever and it cannot be long before a fatality occurs.

In recent years The District Plan was, after some delays, produced which allocated specific areas for future development. Burgess Hill has enormous expansion approved particularly for the northern arc for the next 10 years or so. This did not include any development south of Folders Lane. The infrastructure for any further developments South of Folders Lane just cannot cope. If it is necessary to allocate further land for development, then there are plenty of pockets of land in other areas in Mid Sussex (such as Haywards Heath, Cuckfield, East Grinstead etc.) which are much more suitable for development and less harmful.

Development of these site allocations would cause untold damage to protected wildlife and cause irreparable harm to the neighbouring South Downs National Park

As a result of the aforementioned, we do not want any more housing developments south of Folders Lane. Current issues arising from more recent developments have not even been considered. The infrastructure just cannot take any more. The site allocations SA12 and SA13 should be permanently deleted as development land.



**453** **Mr P Rose** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

A relevant traffic study has not been carried out to support this development, MSDC imposed this requirement when they rejected development of this area on three separate occasions.

The strategic gap between Burgess Hill and the villages to the south would be further eroded with even more traffic trying to use the already heavily congested roads in this area.

There is no adequate protection for the wildlife in this area which includes many protected species. The development would cause irreparable harm to the South Downs National Park.

Other more suitable sites which do not have the same constraints are available for this size of development

**451** **Mrs L Rose** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

Despite it being a requirement imposed by MSDC in their previous assessments of the area a relevant traffic study has not been carried out to support this document.

The development would cause irreparable harm to the South Downs National Park. No adequate protection is possible for the many protected species of wildlife in this site.

The strategic gap between Burgess Hill and the villages to the south would be further eroded with more traffic congestion adding to already heavily congested roads.

More suitable sites are available for this size of development which do not have the same constraints or impact on the surrounding countryside/green spaces

109	Mr A Rosewell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/109/1	Type:	Object
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I am objecting to the Site Allocations DPD, in particular to site allocations SA12 and SA13 (pages 34 – 37), relating to the fields south of Folders Lane, Burgess Hill. The reasons for my objection are:

- It would be a further erosion of the strategic gap between Burgess Hill and the villages south of the sites.
- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in its three previous assessments (2007, 2013 and 2016) of the area when it consistently rejected the idea of development. This is now particularly important due to other developments in the area which includes 500 houses off Ockley Lane to the north of Hassocks (Planning Application 18/4979). An overall traffic study must be undertaken to include the effects of all potential development in the Burgess Hill and Hassocks areas since several roads (lanes) and junctions are already very congested at peak times.
- There has been, and is, too much development in the area for the existing roads and infrastructure to support.
- The sites contain several wildlife species requiring protection which would be difficult, if not impossible, to achieve.

190	Ms E Rowling	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/190/1	Type:	Object
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These allocations are particularly disturbing to residents as no relevant traffic study has been carried out and Mid Sussex continues to contribute to traffic problems in this area. Previous rejections of development in the area required such traffic studies so why not now? The development would also considerably erode the rural gap between Burgess Hill and villages to the south, causing irreparable harm to the setting of the South Downs National Park. There is also the question of environmental damage on the site itself, which is home to a variety of valuable wildlife.

The presumption should not be in favour of such damaging developments: rather developers should have to prove their necessity and the need for that location. The weight of evidence here is very much against.

422	Mr D Rudling	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/422/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

**452** **Mr B Rudling** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because of concerns over traffic and the destruction of an important natural area. Traffic around the area is already difficult I soeak as a commuter using the route) and will become terrible with more residents and site traffic. We also face losing a key green area between Burgess Hill and the surrounding villages, which contains numerous wildlife and sits by the boundary of the National Park.

**306** **Ms M Rudling** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3, the fields south of Folders Lane because it would lead to Burgesss Hill and the villages to the south becoming one mass conglomeration. This plan would lead to gross over-development of the area and damage the setting of the South Downs National Park. There are other far more suitable sites available which would make possible it possible to comply with the number of required units without further damaging this area to the south of Folders Lane.

**1300** **Mrs D F Ruff** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

No Relevant traffic study has been done in relation to this development.  
Although it was a requirement of thje MSDC in 3 previous cases where they consistently rejected the development (SHELAAs 2007, 2012 & 2013)  
Folders Lane and Keymer Road are already full of queues at certain times of the day without the addition of around 600 extra cars from this development. These days most homes have more than one car.

This development would destroy the already fragile strategic gap between Burgess Hill and the villages to the south.

This site has many protected wildlife species for which protection would be impossible.

I urge you to reject this application for the reasons.

**263** **Mr P Russell** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). Keymer Road and Folders Lane are already busy roads with the mini roundabout junction adjoining the two causing long tailbacks at peak times. Adding new housing to this area will put additional strain on these roads and to the south of Burgess Hill town and Keymer. Keymer Road in particular is not of sufficient width or quality to cope with the increase in traffic that the additional housing will create.

502	Mr & Mrs D & P Rykiel	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/502/1	Type:	Object
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I am writing to object to the plans to 343 houses on fields south of Folders Lane. The traffic in this area is already very busy in the morning, often a delay getting through Folders Lane due to the volume of traffic. It effects a wider area, up to the Hoadley Corner roundabout in Burgess Hill. No relevant traffic study has been conducted during rush hour – if this is done you will see the congestion problem in this area.

1226	Mr R Sanderson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1226/1	Type:	Object
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1. I believe there has been NO relevant traffic study to support this proposed development, despite this being a requirement imposed by the MSDC in their three (3) previous overviews of the locality where they consistently threw out the proposals in 2007, 2012 and 2013. It really is so obvious to see that Ditchling village is already suffering hugely from traffic heading to and from Brighton and this proposal would just exacerbate this problem hugely. Ditchling is a historic village with a very narrow high-street flanked by ancient buildings. Why would anyone think that adding more traffic is a sensible idea? As it is, huge lorries are continually getting stuck and jamming everything up and ambulances trying to get through in emergency situations are already to subject to trying to negotiate this dangerous situation.
2. This proposed development would needlessly shrink the already slender gap between Burgess Hill and the beautiful and historic village of Ditchling and the integrity of the South Downs National Park. Who would want our legacy to future generations to be those who decided to destroyed the buffer and with it a huge reason for wanting to live in this beautiful place. A cliché but true, once it's gone, it's gone.
- 3.The proposed site has an abundance of many wildlife species who's protection would be impossible to guarantee. It's a beautiful haven for wildlife including snakes, slow-worms, Cuckoos, Barn Owls and I know the highly endangered Great Crested Newt has been found in the locality.
4. I believe there are far more suitable sites which will provide similar or an even larger number of units and do not have any of the above problems.

186	Mr J Sanderson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/186/1	Type:	Object
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The proposed 343 new houses on Folders Lane in a green belt area is unacceptable.

Burgess Hill has already been massively impacted with the huge amount of new builds currently under development and this latest proposal is a step too far.

The impact on the local infrastructure and services will horrendous and the proposal should be rejected.

<b>218</b>	<b>Ms P Sanderson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/218/1	<b>Type:</b>	Object			

I am objecting to the site Allocations SA12 and SA13, the fields south of Folders Lane, Burgess for various reasons.  
 First because it will congest with traffic disproportionately, clogging up the area south of Burgess Hill and onwards to Ditchling, destroying the wild life and bird life and parts of the South Downs National Park.  
 Second there has already been a fatality and numerous accidents in that area, and more cars will make the roads even more dangerous.  
 There doesn't seem to have been any traffic studies carried out to support this development despite they being a need as specified by MSDC. According to research, in their last reports, the idea was thrown out as not being viable, as is the case this time too.  
 While I realise the need for sustainable building, this is not the area in which to do it - in this day where walking, being outside and connected to the natural world are now prescribed solutions to mental health issues, for this reason and the others listed above, this should not go ahead.

<b>1125</b>	<b>Mrs P Saunders</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1125/1	<b>Type:</b>	Object			

I object STRONGLY to this proposal.

- The traffic it will generate will be unsustainable for Keymer Road, Folders Lane and the Kingsway. These are minor roads which are already jammed up with traffic, which is a nightmare at peak times. I can actually walk into the town from my home on Kingsway, quicker than the traffic in the queue trying to negotiate the mini roundabout at the junction of Keymer Road and Folders Lane. The idea of more traffic is laughable.  
 The constant allowing of yet more housing in this area has to be halted.
- We already have only a small gap between Burgess Hill and the villages to the south and Haywards Heath to the north. Our green spaces are constantly being eroded by all this building, damaging what little wildlife there still exists in this area, some of which are supposed to be protected.
- I understand there has NoT been a traffic study undertaken to support this development despite this being a requirement imposed by yourself, MSDC, in three previous overviews where development was rejected (SHELAAs 2007, 2012 & 2013)

455	Mrs L Saunders	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/455/1	Type:	Object
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I OBJECT to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because of the following reasons:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their 3 previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

89	Mr M Savage	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/89/1	Type:	Object
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I wish to object to the above potential site allocation in the fields to the south of Folders Lane, Burgess Hill for the following reasons:

1. MSDC have previously imposed a requirement to carry out a traffic survey in their 3 previous assessments of the area when they rejected the concept of development in 2007, 2013 and 2016 - but I understand no such up to date traffic study has taken place. This is vital as the main north-south road in this area - Keymer Road - is narrow and already carries substantial volumes of traffic, particularly in rush hours.
2. Such a development of around 350 houses would seriously erode the ever narrowing strategic gap between Burgess Hill and Keymer and the other small hamlets.
3. The proposed site has many protected wildlife species. Adequate protection would be nigh on impossible.
4. Irreparable harm would be caused to the environment of the South Downs National Park. Once developed the countryside would be gone forever.
5. I believe there are other more suitable sites - available and deliverable which do not have an equivalent or higher number of units and do not have any of the above constraints.

180	Ms S Saward	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/180/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). There are already far too many cars within this area; wherever one goes at whatever time, there are queues of cars. This causes frustration as well as being bad for the environment.

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. We destroy creatures at our peril.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. As it stands at the moment, there is hardly any gap between Burgess Hill and the villages. Looking down from Ditchling Beacon at night all that can be seen is light pollution. There are very few dark areas.

It would cause irreparable harm to the setting of the South Downs National Park - this is a natural area for everyone's benefit.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.” Why not use brown filed sites?

1137	Ms S Saward	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1137/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503. We cannot afford to lose any more green field sites - once lost they are lost forever, to everyone's detriment.

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

We cannot afford to lose any more green field sites - once lost they are lost forever, to everyone's detriment. MSDC is not acting in the best interests of local residents

<b>118</b>	<b>Ms S Schafer</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/118/1	<b>Type:</b>	Object
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Traffic is already very bad in this area. The Folders Lane roundabout (Burgess Hill end) would be heavily used and become dangerous. Any plan to make Greenlands Drive and Oak Hall Park into a one way system would be detrimental to the area (already clogged up with parked cars using the railway station), and cause great inconvenience to residents who have no alternative routes out.

The wildlife in this area has already had its habitats greatly reduced and further work will drive out these wonderful creatures, many of which will have nowhere else to go. Trees are a great resource to us and too many are being felled and not replanted.

Utilities are stretched to breaking point in this area, and flooding is increasing with nowhere for excess water to flow.

The strategic gap between Burgess Hill and Hassocks and Ditchling is diminishing all the time which is not ideal.

There must be other sites which would not be as invasive to this area and create larger numbers of homes without encroaching on current already stretched facilities and would cause less problems with traffic flow and utilities, etc.

<b>1244</b>	<b>Retired J Scott</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1244/1	<b>Type:</b>	Object
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I believe that there has not been a relevant traffic study done, despite this being a necessity imposed by MSDC, in three previous overviews of the said area. As a result, they consistently rejected the any development....SHELAA's 2007, 2012, 2013. The area is also full of many species of protected wildlife, which would be impossible to protect. There are many more far suitable sites, available, where none of the above constraints would be needed. The gap is already closing, between Burgess Hill and villages to the south ....not forgetting harm done to the setting of The South Downs National Park.

<b>366</b>	<b>Mr A Scott</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/366/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- In 2007, 2013 and 2016, MSDC carried out traffic assessments where on all three occasions they rejected the idea of development of these fields. Since then no further traffic study has been carried out to support this development despite this being a requirement imposed by MSDC. The roads around this area namely Folders Lane and Keymer Road are full to bursting and cannot handle any further traffic.
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- The strategic gap between Burgess Hill and the villages to the south would be seriously eroded and this gap is already very fragile
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other many more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.



**936** **Mrs Scott** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.

This development would be heartbreakingly detrimental to much internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park.

**344** **Ms G Searle** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Increased traffic congestion Ditchling High Street, Folders Lane and Keymer Road Burgess Hill.

Destroy protected wildlife.

Erosion of strategic gap between Burgess Hill and villages south of Burgess Hill.

**377** **Mr D Shade** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Already an over populated area destroying area of neutral beauty

404	Mr J Shaw	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/404/1	Type:	Object
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Despite the MSDC's requirement, no relevant traffic study carried out to support this development. The area around Folders Lane and in Burgess Hill already is consistently congested with traffic, this development would only add to the roads which aren't suitable for the level of traffic already. I also have a further concern over where the inhabitants cars will be parked once development is finished. I find that new developments such as this only allow for a minimum of 1 parking space per household in a time it is not uncommon to have more than 1 car. I would like to know if this has been considered or are people to expected to park on the sides of the already busy roads?

215	Ms S Shaw	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/215/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

231	Mr H Sheikh	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/231/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

230	A Sheikh	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/230/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

233	Ms G Sheikh	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/233/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)  
The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park  
There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

849	Ms L Sheppard	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/849/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- Every morning the traffic is at a standstill outside my house spewing out all the exhaust pollution often lasting an hour filtering through the Folders lane ..Keymer road roundabout. Not to mention getting access to Keymer road off my drive. The traffic congestion now runs pass my house all the way through Burgess Hill to the London road.
- The mains water pressure has over recent years deteriorated as more and more houses have been added to the mains supply, these additional houses proposed can only make the situation worse.

855	V Sheppard	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/855/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.
- Every morning the traffic is at a standstill outside my house spewing out all the exhaust pollution often lasting an hour filtering through the Folders lane ..Keymer road roundabout. Not to mention getting access to Keymer road off my drive. The traffic congestion now runs pass my house all the way through Burgess Hill to the London road.
- The mains water pressure has over recent years deteriorated as more and more houses have been added to the mains supply, these additional houses proposed can only make the situation worse.

1173	Mrs G Sheriff	Organisation:		Behalf Of:	SOFLAG	Resident
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Reference:	Reg18/1173/1	Type:	Object
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This is wicked, why does Burgess Hill need 500 more houses?  
Haywards Heath as the space and the gol club want to relocate?! Obvious to most pople, the developers there plan a school, Doctors and the roads are far better than in Burgess Hill.....wider, less pot holes  
Since living from. 2012 we have watched Folders Lane, Ockley Lane and Keymer Road become bottlenecks almost all day.  
Ditchling Common is still being bult on ( A national park??) Cants Lane ha become impossible to drive up or down due to heavy lorries all day and over parking....some never move. Tile Works development is far larger than was found on our searches and we have been plagued with looking at billboards since moving here.  
Burgess Hill is overburdened with housing and NO TOWN CENTRE  
SA12 and 13 are NOT ideal sites. Overcrowding, NO new roads, permanent loss of countryside, lack of school and medical facilities,loss of wildlife, detrimental to local prizewinning vineyard.  
It is very depressing being a resident in this over developing housing area. Pleas chose a more suitable site with infrastructure and somewhere for the new residents to shop.

179	T Sherman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/179/1	Type:	Object
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I am objecting to site allocations SA12 & SA13 pages 34-37 the fields south of Folders Lane, Burgess Hill because:-  
  
The traffic in this area is already over congested.  
  
It is an area where there are many protected species of wildlife including greater crested newts, adders and bats, of which could not possibly be protected if these developments go ahead.  
  
The already fragile strategic gap between Burgess Hill and surrounding villages would diminish further.  
  
The south downs national park would be seriously comprimised.

<b>86</b>	<b>Mr G Shipway</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/86/1	<b>Type:</b>	Object			

i am objecting to the above sites SA12 & SA13 as i am not aware of any traffic surveys in relation to the impact any extra traffic will have on traffic flows on Keymer Road northbound and on Folders Lane Westbound which is already under immense pressure as a result of developments already taking place on the site of Keymer Tiles and opposite. The extra traffic that these two developments will increase dramatically journey times in the Folders lane and Keymer road areas which is already at gridlock.

I fail to understand how making Greenlands Drive into a one way system would help, traffic would use Greenlands Drive to miss the Folders lane junction but joins Keymer road further north which will still impact the northbound Keymer road traffic and also will impact on a residential road as a rat run.

Whilst the extra housing maybe needed the road infrastructure is in urgent need of upgrading. Burgess Hill has two east west crossing roads Station Road and Leylands Road, we are desperately in need of an east/west road to the south of the town giving us three roads running east/west. the extra housing built in previous years has not taken into account any road infrastructure, we cannot allow any more cars to cross east/west without increasing the roads crossing the town.

The land to be built on is rural and will home various protected wildlife species, what steps are being taken to remove and rehouse them?

In relation to evidence required for traffic flows in the area, all local Councillors and residents are well aware of the traffic flows and if Councillors are unaware of this i would suggest that they are not fit to remain in post.

<b>1198</b>	<b>Mrs S Shoolheifer</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1198/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because the traffic this amount of development on Keymer Road will cause havoc, this is a narrow road which is nevertheless a crucial artery out of Burgess Hill linking the villages to the south of the town.

In addition:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park

• There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

Haywards Heath Golf Club is a man made site, not an ancient field system full of wildlife, and it's ready to take up to 900 houses, meaning other more precious greenfield sites could be saved

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

1206	Mr D Shoolheifer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1206/1	Type:	Object
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No proper or useful traffic assessment has been undertaken. And that which has mentions problems can be mitigated. There are no suggestions as to how this would be done

Traffic on both Folders Lane and Keymer road is at its maximum with lengthy tailbacks and accidents a regular occurrence

These sites will increase traffic and increase the risk of accidents and make the already unsafe access to Batchelors farm public entrance more dangerous that it already is

The sites proposed are of ecological significance rendering them wholly unsuitable

The district plan is being ignored and the strategic gap separating the town from Keymer and Hassocks will eroded further.

No consideration has been taken with regards the impact of 500 extra houses at Keymer and on Keymer road

The northern arc impact on the area has not been considered correctly and there is supposed to be a policy of not extending to the south of town

Burgess Hill is being used as a dumping ground by the district council as there is no desire for other towns to take extra housing and more suitable sites are being rejected without due process or logic.

I would also strongly suggest that what is effectively a brown field site at Haywards Heath golf club is reconsidered. SA 12 nd 13 are greenfield and of scientific interest they also have very poor drainage

34

Mr D Shoolheifer

Organisation:

Behalf Of:

Resident

Reference: Reg18/34/1

Type: Object

I wish to strongly object the perverse and sudden plan to allocate the fields south of Folders Lane, Burgess Hill (sites SA12 and SA13).

I am objecting for the following reasons but in addition you should be aware that there is a growing body of opinion in Burgess Hill that is questioning the process and choice of this area and how and why this decision has been made? It is highly likely that a group will be formed to seek answers and a review as to the decision made by Mid Sussex. It has surprised many that after a recent district plan that this area has now become blighted in this way. It does appear that Burgess Hill has become somewhat of a dumping ground for over development with this possible area being used would amount to a terrible loss of countryside and nature.

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It had been under the impression that the strategic green gap was considered critical to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other far more suitable sites available and they will deliver an equivalent or higher number of units and do not have any of the above constraints.”
- The road infrastructure is totally ill equipped to deal with an increased density in traffic
- Keymer road and the footpath entrance to Batchelors farm has become a potential danger with several near misses with walkers. The road is a B road but already suffering with A road levels of traffic. This road is now already busy from around 5.30 am on weekdays. There have been around three accidents at or between the junction with Greenlands drive in the last couple of months
- It is only a matter of time before a death or serious injury occurs to a pedestrian in this vicinity
- Pollution levels have risen significantly as a result of increased traffic

Please register my objection against this proposal.

181	Mr D Shoolheifer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/181/1	Type:	Object
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I wish to strongly object the perverse and sudden plan to allocate the fields south of Folders Lane, Burgess Hill (sites SA12 and SA13).

I am objecting for the following reasons but in addition you should be aware that there is a growing body of opinion in Burgess Hill that is questioning the process and choice of this area and how and why this decision has been made? It is highly likely that a group will be formed to seek answers and a review as to the decision made by Mid Sussex. It has surprised many that after a recent district plan that this area has now become blighted in this way. It does appear that Burgess Hill has become somewhat of a dumping ground for over development with this possible area being used would amount to a terrible loss of countryside and nature.

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- I had been under the impression that the strategic green gap was considered critical to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other far more suitable sites available and they will deliver an equivalent or higher number of units and do not have any of the above constraints.”
- The road infrastructure is totally ill equipped to deal with an increased density in traffic
- Keymer road and the footpath entrance to Batchelors farm has become a potential danger with several near misses with walkers. The road is a B road but already suffering with A road levels of traffic. This road is now already busy from around 5.30 am on weekdays. There have been around three accidents at or between the junction with Greenlands drive in the last couple of months
- It is only a matter of time before a death or serious injury occurs to a pedestrian in this vicinity
- Pollution levels have risen significantly as a result of increased traffic

195	Mr B Short	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/195/1	Type:	Object
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I am objecting to the site allocations SA12 and SA13 (pages 34-37), the fields south of Folders Lane, Burgess Hill because of the following reasons:

- No traffic study has been carried out to support this development despite this being a requirement imposed by ADC in their 3 previous overviews of the area where they consistently rejected the idea of development (SHELAA's 2007, 2012 and 2013).
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls and many more.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- Being so close to the South Downs National Park it would cause irreparable harm to the setting

Finally there are other more suitable site which are available and deliverable which provide equivalent or higher number of units and do not have any of the above constraints.



<b>262</b>	<b>Mr D Sibley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/262/1	<b>Type:</b>	Object			
<p>Burgess Hill is fast becoming 'over developed'. This application is proposing more destruction of valuable and protected wildlife species - green spaces for wildlife and recreation are disappearing in Burgess Hill. The infrastructure is already over burdened and not coping with the current volume of houses let alone when a further 3.5k are added to the Northern Arc. Has a relevant traffic study been completed? Lets look to the surrounding areas of Albourne, Hurst, Hassocks, Ditching, Plumpton etc to pick up some of the housing 'slack'. Very much Opposed.</p>						

<b>395</b>	<b>Mr C Simms</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/395/1	<b>Type:</b>	Object			
<p>The lack of a traffic study a required by MSDC in their three previous assessments after having consistently rejected the idea of development (in 2007,2013 &amp;2016)</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls</p> <p>It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.</p> <p>It would cause irreparable harm to the setting of the South Downs National Park.</p> <p>There are other more suitable sites which are deliverable which provide an equivalent or higher number of units and do no have any of the above constraints</p>						

<b>361</b>	<b>Ms S Skinner</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/361/1	<b>Type:</b>	Object			
<p>I am objecting to site allocation SA12 and SA13 (pages 34 to 37), the fields south of Folders Lane, Burgess Hill because of the harm it would cause to the many protected species of wildlife there such as cuckoos, barn owls, bats, great crested newts, and more. If building were to go ahead adequate protection for this wildlife would be impossible to implement and the land between Burgess Hill and other villages to the south of this site would suffer serious erosion. It is also too close to the South Downs National Park and would spoil this wonderful countryside.</p>						

1319	Mrs P Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1319/1	Type:	Object
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I am objecting to the site allocations SA12 and SA13. (pages 34-37) the fields south of folders lane, Burgess Hill because

- 1 the area is already congested with traffic.
2. The sitre is full of many protected wildlife species for which addequate protection would be impossible including Bats, Adders, Slowworms, Great Crested Newts,Cuckoos, Barn Owls.
3. It would cause irreparable harm to the South Downs National Park.
4. Thers are more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

To many houses are being built in the town of Burgess Hill.

It has to Stop!!!

1328	C Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1328/1	Type:	Object
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Development South of Folders Lane, Burgess Hill

I am becoming increasingly concerned about the number of new houses which are proposed for Burgess Hill and how the infrastructure is meant to cope. I live in the Oak Hall Park estate and have noticed the increase in the number of lorries from Mondleys Corner to Folders Lane, causing an increase in population should the development South of Folders Lane be approved, were lorries and private vehicles will use this route into town will have received a letter from SOFLAG about a proposal to use greenlands Drive/Oak Hall Park as a one way system. How is this to be achieved and why cant the developers pay or contribute to a new road and railway bridge from Keymer Road/Oakley Lane which will by pass.

960	Ms E Sowdon	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/960/1	Type:	Object
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It appears the plan will only make worse the problems caused by the previous town expansion. The towns roads are already badly congested and are in extremely poor condition. The road surfaces are falling apart, and potholes increase in number and depth. The plan does nothing to address the increased congestion, on the routs that allow you to travel from one side of the town to the other, or the wear and tear caused by extra cars from the extra houses. This will be from the cars belonging to the home owners, their visitors or those making deliveries.

It also appears that the increase in the size of the town / population will not be matched by the services needed to support it. Previous expansion was not met with an increase in hospital beds / staff, paramedics, health visitors, fire crew or policemen. We only have a retained fire station and we no longer have police based in the town. Police numbers have fallen and the officers left were moved to Crawley, with only a handful of staff daily, based in Haywards Heath, to cover Burgess Hill, Haywards Heath, East Grinstead and everything in between. I'm aware that the officers, based at Haywards Heath, get very little time in Burgess Hill. They are usually used to cover incidents around / in Crawley.

We are approaching a problem with increases in class sizes. Local priary schools have already been expanded, after previous town expansion. They are unabe to expand any further. Developers may say they will, for example, build a school. However they try to wriggle out of it. Depending on those 'in power', at the time, they may get away with it. They didn't want to build the promised school in Bolnore Village. I'm not even sure if it was actually built. Developers are currently trying to weasel out of providing the promised library in the town centre. Again, if the houses are built, there will be even more people who will need and use it.

As it stands I do not believe the towns amenities, services and roads etc can cope with the proposed extra homes / people. Nothing in the plan explains what's is being done to ensure that the items mentioned will be increased / invested in to cope. I appreciate that the costs of NHS staff, police officers, teachers etc. will fall on general taxtion to provide. However it would be unforgivable for the towns expansion to be allowed, without plans being made to deal with the obvious consequences of that decision.

1133	Mrs S Spence	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1133/1	Type:	Object
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I am objecting to site allocations S12 and S13, pages 34 to 37, the fields to the south of Folders Lane, Burgess Hill for the following reasons:

- It would seriously erode the strategic gap between Burgess Hill and the villages to the south, an area that has already been eroded both by recently completed and current developments.
- This is a beautiful area that is full of many protected species that support the biodiversity of the area. Species such as great crested newts, bats, cuckoos, barn owls, adders and slow worms.
- The setting of the SDNP would be seriously harmed.
- The current infrastructure of Burgess Hill would be seriously challenged, we already find our schools, social services, policing, ambulance service and hospital waiting times are incapable of supporting the current population.
- These plans go against a number of the aims identified in the Green Infrastructure aims of the neighborhood plan. Such as nature conservancy and biodiversity.
- It will result in the poisoning the most pure atmospheric conditions found in and around Burgess Hill. I have attached a screen shot I took from the government website [naei.beis.gov.uk/emissionsapp/](http://naei.beis.gov.uk/emissionsapp/). This website shows the atmospheric conditions for a number of pollutants, this area was the most pure for almost all of the pollutants

499	Mrs J Spray	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/499/1	Type:	Object
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This strong objection to the above application is not only on the grounds that our precious fields are being squeezed out of existence between our villages, which defines all common sense in this ever polluted world, but that the traffic flow plans are equally as crazy.

Apart from the obvious stretch on all our services (the list is endless and already known to you), the proposed rerouting of traffic through the Oak Hall estate is beyond comprehension. You will doubtless be aware that the estate is densely populated and on weekdays is clogged with commuters' cars using Burgess Hill station. You will also be aware that it is a bus route. Making a one way system in this location only transfers the problem from road to another. A closely packed housing estate is definitely NOT an option.

Perhaps a more suitable site should be considered?

889	Mr H St John	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/889/1	Type:	Object
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There are other sites which are more suitable than this one which would enable as many or better units and are both available and more easily deliverable. They do not suffer from the matters listed below:

1. This development would constitute a significant reduction in the strategic gap between Burgess Hill, Keymer and Ditchling.
2. It would cause severe harm to the setting of the SDNP.
3. The site is currently full of flora and fauna, some of which are protected.

and most importantly

4. It would inevitably result in an increase in traffic running to the south through Ditchling and Keymer, where, particularly in the former, there are already severe traffic problems which are not being addressed adequately or at all. No traffic study has been done to look at this issue. Such a traffic study has been a requirement of MSDC in the past, and has resulted in rejection of developments in the past.

**1259** **Mrs A Standen** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object to the site allocations SA12 & SA13, fields south of Folders Lane, Burgess Hill. The reason is due to the following:

The traffic is already a huge problem in Ditchling with many bottle-necks; the amount of new houses proposed would gridlock the village. There does not appear to have been a survey carried out even though this is a requirement by MSDC (last three rejected SHELAAs 2007, 2012 & 2013).

We now live in a National Park; this scale of development would cause irreparable harm to a stunning area.

Various wildlife species would be at risk.

The strategic gap between Burgess Hill and Ditchling would be lost.

In my opinion there are other sites that would be more suitable for this kind of development.

**1260** **Mr A Standen** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I strongly object to the proposals for housing on the fields south of Folders Lane, Burgess Hill. The main reason being the impact on the village of Ditchling. We experience large amounts of traffic throughout the day, especially during rush hours when the village can be gridlocked. There has been no traffic survey carried which is shocking for the amount of housing that has been proposed. A traffic survey is a requirement so why hasn't this been done?

The impact on wildlife would be huge. We have bats, owls, cuckoos, greater crested newts, snakes and slow worms; their habitat would be destroyed.

The strategic gap between the village and Burgess Hill would be no longer.

For a village in the South Downs National Park, this development would be devastating, surely there are other sites for this kind of development.

**909** **Mr S Standing** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

**1230** **Mr R Stapleton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Any further development of housing off Folders Land and Keymer Road will be disastrous to the existing North/South road network in general and to traffic passing through Ditchling in particular without first taking proper measures to force traffic to use a route that does not cause increased congestion to the village of Ditchling in particular. It is noted that the development would require improvements to Folders Lane and Kemer Road, these will inevitable force more traffic to route through the historic village centre of Ditchling.

In accordance with the Localism Act 2011, MSDC is required to consult with East Sussex County Council and Lewes District Council in terms of the impact of its development proposals. There is no evidence that this happened.

I anticipate that those two authorities would vigorously oppose any further increase in development on the East Side of Burgess Hill without first ensuring that proper traffic assessments for the East and West Sussex road networks, the necessary improvements specified to that ensure that any such measures are implemented in advance.

It is essential to ensure that Ditchling is properly protected against further traffic increases and proper measures are completed in advance of the development.

**211** **S Stead** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

When visiting family the traffic is bad in this area and will only get worse with more houses.

There is protected animals in the fields that will be destroyed ns also ancient hedgerows that should not be damaged.

**210** **Mr C Stead** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I frequently visit family in the area and know that there are protected animals in the fields and also ancient hedgerows.  
The traffic is already really busy in the area and this would lead to traffic at a standstill.

**209** **Ms M Stead** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

When visiting my sister I enjoy the fields close by to her house. They are full of protected animals which would be harmed and ancient hedgerows which have already been damaged by greedy developers.

569	Mr M Stephenson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/569/1	Type:	Object			
<p>I object to the site allocations of the fields south of Folders Lane, Burgess Hill (SA12 and SA13, pages 34 to 37) for several reasons:</p> <ul style="list-style-type: none"><li>- They'd clearly have a disastrous effect on the already over-burdened roads that run through Ditchling to the south</li><li>- MSDC have already rejected development of this area (SHELAA's 2007, 2012, 2013) so it should not even be considered as a location for housing</li><li>- The integrity of the South Downs conservation area would be seriously threatened by the close proximity such a large development</li><li>- There are other sites that would be suitable for such development that wouldn't be a blight on the protected natural beauty of the area</li></ul>						

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546	Mr B Stevens	Organisation:		Behalf Of:		Resident
Reference:	Reg18/546/1	Type:	Object			
<p>I wish to object to this development because there is insufficient infrastructure and supporting services to cope with this level of building. Folders Lane and Burgess Hill in general are heavily congested increasing the pollution levels for those of us who live here. I thought the government pledged to save our countryside and that local councils would do the same. Surely there are more suitable sites. We have lost so many greenfield sites in this area please refuse this development</p>						

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101	Mr R Stevenson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/101/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:-</p> <ul style="list-style-type: none"><li>•No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). The roads around Burgess Hill are already gridlocked during peak times in the morning and late afternoon.</li><li>•The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</li><li>•It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</li><li>•It would cause irreparable harm to the setting of the South Downs National Park</li><li>•The infrastructure in Burgess Hill cannot cope with an ever increasing population</li></ul>						

**100** **Mrs S Stevenson** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:-

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). The roads around Burgess Hill are already gridlocked during peak times in the morning and late afternoon.
- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- The infrastructure in Burgess Hill cannot cope with an ever increasing population.

**372** **K Stiffell** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Not only would building here destroy valuable nature habitats at a time when we should be investing in nature, it would cause serious traffic problems as has been previously noted.

**1182** **Ms R Stone** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 & SA13, pages 34-37, the fields south of Folders Lane, Burgess Hill on the grounds that there are more suitable sites elsewhere in the mid-Sussex area. There are a number of protected wildlife species on this site, it would seriously erode the strategic gap between Burgess Hill and Hassocks, and importantly any additional housing in this area would significantly impact the already very crowded roads.

**1118** **Mrs D Stone** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 & SA13 (pages 34-37) the fields south of Folders Lane Burgess Hill for the following reasons:

1. This site has been considered on previous occasions and found to be unsuitable.
2. A new traffic study is urgently required for traffic flowing (or not) along the Keymer Road/Ockley Lane and Folders Lane, with particular emphasis on the bottleneck at the Folders Lane/Keymer Road roundabout. Already traffic levels are extremely high and this is before the 500 houses are built in Hassocks.
3. Any development here further erodes the Strategic Gap between Burgess Hill and Hassocks.
4. Protected animal species will be harmed.
5. This large site is too close to the South Downs National Park.



<b>251</b>	<b>Mr C Stone</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/251/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34-37), the fields south of folders lane because there has already been significant residential building in this area and this would lead to further congestion and pollution due to increased traffic. This area is also one of a number of natural habitats which would be destroyed, these need to be protected. This area is also very close to the south downs park, the setting of which would be damaged. Overall, Burgess Hill already has far too much building work planned, this is not needed.

<b>604</b>	<b>Mr K Sullens</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/604/1	<b>Type:</b>	Object			

I am mailing to object to the site allocations SA 12 and SA 13 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill because

- on three previous occasions these sites were declared unsuitable for residential development (SHELAAs 2007, 2012 and 2013.) Since then the only change has been the building of more homes in the immediate vicinity which has significantly added to the traffic problems in Keymer Road and Folders Lane. No traffic study of this area has been carried out recently otherwise these sites would not have been included on traffic grounds alone.
- the sites which are ancient and have been undisturbed for centuries are habitats for protected species of wildlife
- the strategic gap between Burgess Hill and Hassocks would be further eroded by the development of Site SA13
- the views from South Downs National Park would be adversely affected by any developments in SA12 and SA13
- it is unclear why the Haywards Heath golf club site, which would be available in the required timescale, was removed from the list in favour of SA12 and SA13 given the pressure to build more houses rather than fewer.

95	Mr T Surgey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/95/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it inexplicably reverses three previous assessments of these areas in 2007, 2013 & 2016. The key reason for the exclusion of these sites in the past was the impact on the local road structure:

MSDC council comments:

- \* 2007 “To develop this site in addition would risk adding unacceptably to the pressures on infrastructure including the local road network”
- \* 2013 “There are potential significant transport impacts on the road network as a result of developing this site” (in particular the east-west link issues in Burgess Hill)
- \* 2016 “There are potential significant transport impacts on the road network as a result of developing this site (as per 2013)

The complete U turn by MSDC on these sites has no justification - there has been no relevant traffic study to support it. With over 1,200 homes already planned in approved sites in this part of Burgess Hill the impact on the already congested road infrastructure will be a massive issue for residents. Traffic is already at a standstill most mornings on Folders Lane and Keymer Road.

These sites have always been excluded from the local plans which have formed the basis of the ratified District plan. Burgess Hill has already taken more than it’s fair share of the 5 years housing supply for Mid Sussex and therefore the MSDC decision to now include these sites is indefensible. The housing need should be spread fairly across the district based on planning considerations, not political ones. The May 2019 election results reflected the mood of the local electorate and undemocratic decisions like this will only reinforce the disillusionment with the mainstream parties who fail to listen to the opinions of the majority.

On this note, I question the compliance with the site selection working group Term of Reference which clearly states that ‘The member working group will comprise seven members, with representative political balance’. The working group after May 2019 had only 5 members (4 conservative and 1 Lib Dem – no councillors from Burgess Hill). This is not representative of the elected councillors post the May election (34 conservative, 20 non conservative (12 Burgess Hill).

The proximity of the sites to the South Downs National Park is an additional concern and will set a dangerous and unnecessary precedence when there are other clearly more suitable sites in the District. In addition, the prosed site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls.

300	Ms A Symonds	Organisation:		Behalf Of:		Resident
Reference:	Reg18/300/1	Type:	Object			
<p>I am objecting to site allocations SA12 and SA13 to the fields south of Folders Lane, Burgess Hill as I think It is over saturation of building due to the roads being narrow and unpleasant as it is at certain times. We need the strategic gap as never before - for us and for future generations.</p> <p>It is vital to keep this green space between the towns. It should be kept rural as it is an area of outstanding beauty with wild life depending on this piece of countryside.</p> <p>There has been a suggestion of a one way system through Greenland's Drive and Oakhall Park and as a person who uses this every day I am at a loss to understand such a stupid idea. You would simply be funnelling through to the same end!</p> <p>There are plans for thousands of houses in Burgess Hill and no time table to let this amount of building bed in. The Brighton rail line is full to capacity. The roads are full of traffic at certain times of day. This is now! Surely we need to keep the town reasonably pleasant for its existing inhabitants.</p> <p>Please let common sense prevail!</p>						

623	Mr R Taylor	Organisation:		Behalf Of:		Resident
Reference:	Reg18/623/1	Type:	Object			
<p>I would like to object to site allocations SA12 and SA13(pages 34-37), the fields south of Folders lane,Burgess Hill, because it would inflict untold damage to that area of the South Downs national Park - in 2016 the area became one of only fourteen sites in the world to be awarded international dark Sky Reserve status. Why oh why is it necessary to spoil this beautiful treasure when there are many alternative sites that are more suitable and can deliver just as many units.</p> <p>Has a traffic study been carried out regarding this development? Isn't a traffic study required before proceeding? The infrastructure in that area will be totally swamped by the addition of so many houses - the road junctions will simply cease to function as intended.</p> <p>Please rethink this madness.</p>						

720	Mr R Taylor	Organisation:		Behalf Of:		Resident
Reference:	Reg18/720/1	Type:	Object			
<p>I would like to object to site allocations SA12 and SA13(pages 34-37), the fields south of Folders lane,Burgess Hill, because it would inflict untold damage to that area of the South Downs national Park - in 2016 the area became one of only fourteen sites in the world to be awarded international dark Sky Reserve status. Why oh why is it necessary to spoil this beautiful treasure when there are many alternative sites that are more suitable and can deliver just as many units.</p> <p>Has a traffic study been carried out regarding this development? Isn't a traffic study required before proceeding? The infrastructure in that area will be totally swamped by the addition of so many houses - the road junctions will simply cease to function as intended.</p> <p>Please rethink this madness.</p>						

291	Ms C Taylor	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/291/1	Type:	Object
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I am objecting to the site allocations DPD I am objecting to site allocations SA12 and SA13 (pages34-37), the fields south of Folders Lane, Burgess Hill, because:

I don't think there has been a study to support this development despite this being required by MSDC in three previous overviews of the area.

They rejected the idea of developments (SHELAAs 2007, 2012, and 2013)

The site is full of protected wildlife i.e. adders, great crested newts, cuckoos and barn owls.  
It would fill the strategic gap between Burgess Hill and villages south of there.

There are other suitable sites to be found and easier to access etc. without spoiling views of the South Downs National Park, and other beauty spots.

There must be more suitable sites in the area that would not erode more of our natural countryside.

Our local shopping centres would not be able to cope with more families demands on shops for clothing, household items, etc. etc.

There would also be many more cars, as these days there are more than three or more drivers in one household. Car parks are very crowded, where we have to drive round and round to find spaces until someone leaves to exit.

144	Mr P Templeman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/144/1	Type:	Object
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I strongly object to this development. The traffic in Folders Lane is already extremely busy in peak times, and there has been no traffic study to support this development. There is no doubt that the resultant increase in traffic would create unnecessary congestion and consequent pollution.

It would destroy an area of outstanding beauty and wildlife - we have already seen rabbits and deer almost disappear from the fields at the back of our garden as a result of the landowner's previous attempts to subvert the planning regime by establishing precedent by illegally removing hedgerows and trees as a precursor to future development.

There are many more suitable sites. This is nothing more than an example of opportunism and selfish greed by the landowner. I am appalled that after so many failed applications the council would seriously contemplate this project.

176	Ms J Terry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/176/1	Type:	Object
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\*No relevant traffic study has been completed to support this development. This is a requirement specified by MSDC in three previous overviews of the area when ideas of such development were rejected.

\*Traffic flows north/south along Keymer Road/Ockley Lane and east/west along Folders Lane are already close to capacity at peak times. The developers' intention to encourage sustainable travel are unlikely to have any affect on traffic leaving Burgess Hill in a southerly or westerly direction.

\* It would be impossible to adequately protect the biodiversity of the sites including species protected by law including great crested newts, bats, adders,cuckoos and barn owls. traffic

\*The development will seriously impact the already eroded strategic gap between Burgess Hill and the villages between the town and the south Downs.

\*It will be impossible to prevent impact on the landscape setting of the National Park.

\*There are other more appropriate local sites already considered for development which could provide an equivalent or even more generous number of housing units without the above constraints applying.

269	Mr W Terry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/269/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- There has been no relevant traffic study carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area (in 2007, 2013 and 2016) when they consistently rejected the idea of development.

- The areas mentioned have many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. There is a dwindling area for this wildlife in Burgess Hill.

- The strategic gap between Burgess Hill and the villages south would be seriously eroded and it would cause irreparable harm to the setting of the South Downs National Park.

Finally, there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

458	Mr Mark Thom	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/458/1	Type:	Object
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1) I am concerned that there has been no suitable and relevant Traffic study to support this planned development, contrary to MSDC own requirement for such a study, which resulted in rejection on 3 previous developments (SHELAA's 2007, 2012 and 2013).

2) This development would seriously the increasingly small green gap that currently exists between Burgess Hill and the villages to the South.

3) Irreparable damage and harm would be made to the setting of the South Downs National Park.

47	Ms G Thompson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/47/1	Type:	Object
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I am objecting to site allocations SA12 and SA3 [pages 34 -37],fields south of Folders Lane because:-  
No new traffic study has been carried out, in their 3 previous overviews this was consisently rejected.  
This would cause loss of wildlife.  
Burgess Hill is almost joined to Haywards Heath, it would then mean we would also be joined to Hassock, LOSS of yet more small villiages.  
TRAFFIC Greenlands Close and Oakhall Park would become a rat run ,there are many elderly people who have live there since the estate was built, many families with young children that have bought houses on those road because it is a very beautiful estate and at this moment in time a safe [or as safe as it possible to be in this day and age] place to live, if this road is made into a one way system it would cause so many many problems it take's time in rush hour to get onto the keymer Road with more houses it will bring traffic to grid lock.  
The council should go back to looking to make Junction a one way system at least it could link up to other roads right around the town.

1117	Mr R Thornely	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1117/1	Type:	Object
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As one who lived and worked in Sussex for over 30 years I am familiar with this area and during this period in my life I took particular pleasure from the creation of the SDNP. The fields south of Folders Lane which are the subject of this proposal are an important part of the natural setting of the National Park and if houses were to be built there the amenity value of the park would be irreparably affected. The fields are home to many protected wildlife species whose habitat has steadily been reduced over the years. A great deal of our nation's precious countryside has already been destroyed in the name of housebuilding and for the sake of the physical and mental health of future generations it is necessary to call a halt and think hard about other options.  
Quite apart from these general objections, there are other practical objections to the proposed development. I understand that no relevant traffic study has been carried out and that the roads in the immediate area already suffer from congestion. The local roads would be unable to cope with the significant extra traffic that the proposed development would generate.

942	Mr M Thornely	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/942/1	Type:	Object
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I am objecting to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill because:

1. there has been no relevant traffic study carries out to support this development - the volume of vehicle traffic on Keymer Road and Folders Lane is currently excessive and adding over 300 homes would exacerbate the already poor quality of the roads and create excessive problems for all local residents.
- 2.the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. it would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause great harm to the South Downs National Park
5. There are other suitable sites for this allocation which could provide better space for a development of this size
6. Noise and air pollution have not been considered or any studies carried out to support this development
7. Access points for the two allocations are unclear and the increase volume of people would cause great safety concerns if cars and the population increases. The area is inadequate to cope with such demand. There have been several crashes in the busy junction and these will only continue and increase if the area isn't protected from further development and the current infrastructure is SIGNIFICANTLY improved.

Improve the local area, its transport and infrastructure first before allocating unsuitable land to housing developers - these two site allocations are unreasonable, have not been thought out or have supported studies to even validate such a development.

1229	Mr M Thwaites	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1229/1	Type:	Object
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I am opposed to further development in this area, especially as a large development (500 houses) has already been given approval in Hassocks (Ockley Lane). This development will again encroach and erode the strategic gap between Burgess Hill and Hassocks. It would also appear that no relevant traffic study has been carried out and will certainly add even more traffic to Ockley Lane which along with the 500 homes mentioned above will almost turn Ockley Lane into an 'A' road - this road is, as the name indicates, a 'Lane' and never designed for high traffic volumes. At the moment I have problems getting off and getting on to my drive (I have to reverse onto my drive as the road is too busy to reverse off (I live just past a bend and most people exceed the speed limit - in fact I had a car written off on my drive a few years ago). I believe that there are also more suitable sites available that don't have the above issues.

I also worry about the removal of further wildlife habitats - I moved here from London in 1988 so that my children would have a better quality of life and be able to experience the countryside - I now have grandchildren and would like them to be able to experience the countryside as well. They won't be able to if you build over everything.

<b>1301</b>	<b>Mr S Todd</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1301/1	<b>Type:</b>	Object			

Isn't the land proposed South of Folders Lane unsuitable for housing assessments in 2007,2013,2016 all pointed to the same problem as regards South of Folders Lane saying each time. There are potential significant transport impacts on the road network as a result of developing this site(in particular the east/west link issues in Burgess Hill) It is assumed that this will severely limit the ability of this site to deliver unless detailed transport assessment evidence suggests otherwise.

Serious questions surrounding the site selection process and the interest of Burgess Hill, last minute decisions to include SA12 an extra 43 homes also SA13 300+ homes in the field South of Folders Lane

There is a big issue with Transport Environmental, Planning issues.

I am against the above proposal.

<b>371</b>	<b>Mr S Todd</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/371/1	<b>Type:</b>	Object			

The site is full of many protected wildlife species and if this project goes through it would not give adequate protection to Bats, Adders, Slow Worms, Great crested, Newts, Cuckoos, Barn Owls, Fox, Rabbits, Deer.

The strategic gap between Burgess Hill and the villages to the south would be narrowed yet again, also it would damage the South down national park .

There has not been a relevant traffic study carried out in support of this development despite this being a requirement imposed by MSDC In previous assessments of the area, rejected consistently 2007, 2013, 2016.

The area does not have the requirement of Doctors, Dentist, Schools

<b>65</b>	<b>Ms J Todd</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/65/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA3 (pages 34-37) the fields South of Folders Lane, Burgess Hill because the Keymer Road is already congested especially at peak times so more traffic would cause even more problems getting to work and would seriously cause irreparable harm to Keymer Village and the setting of the South Downs National Park.



949	Ms L Toltz	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/949/1	Type:	Object
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I strongly object to the proposed development, Sites SA12 and SA 13 for the following reasons:

1. There is already plans for 500 houses on Clayton farm and this development with will add considerable pressure on the already stretched traffic /roads in the area.
2. The area is unique, with trees and nature. More housing development will spoil this area for ever adding to pollution and CLIMATE CHANGE.
3. There are other sites available which are more suitable.
4. I implore you to reconsider and reject this proposal for the benefit of future generations to enjoy this most precious area of our County.

611	Ms J Tutt	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/611/1	Type:	Object
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I am objecting to site allocations SA12 & SA13, the fields South of Folders Lane, Burgess Hill because it will cause a huge problem with traffic. The MSDC has already rejected development because no proper traffic study has been carried out.

This is very close (if not in) the Ditchling common Country Park which should be left intact for all the wildlife there and for the enjoyment of people visiting the green space.

It will enlarge Burgess Hill even more and will affect the surrounding villages such as Ditchling.

The setting of South Downs National Park will be disrupted if building were allowed on this site.

593	Mrs A Twigger	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/593/1	Type:	Object
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I write to object to site allocations SA12 and SA13 (pages 34 - 37), the fields south of Folders Lane, Burgess Hill.

The reason for my objection is due to the fact that no relevant traffic study has been carried out to support this development, despite this being a requirement. Anyone that lives in the village of Ditchling, as I do, knows about the traffic problems that we already face on a day to day basis, with too many vehicles, lorries and vans using this small village route as a cut through, and blocking the whole village, for not only us residents, but for people that visit the village from further afield.

The traffic study requirement imposed by Mid Sussex District Council in three previous overviews of the area, consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013).

Despite these rejections it appear the developers are constantly trying to get planning to put more and more houses in an area which can not copy with any further traffic.

<b>445</b>	<b>Mr M Tyler-Smith</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/445/1	<b>Type:</b>	Object			

I wish to object to site allocations S12 & SA13 being proposed for housing (fields south of Folders Lane) because for a development f this size, you would expect a detailed and relevant traffic management study which I believe has not been carried out to support this proposal. This proposed site would also remove the strategic gaps between that o the town of Burgess Hill and the small villages to he South and have a major negative harm and impact to the setting of the South Downs National Park. The site has a vast array of protected wildlife which cannot be disturbed in their natural habitat.

Lastly, there are far more suitable sites within the district that could provide a higher number of dwellings which do not have the same constraints or negative impacts on the community, wildlife and flora and funa.

<b>311</b>	<b>Mr &amp; Mrs B &amp; P Tyrer</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/311/1	<b>Type:</b>	Object			

We are objecting to site allocations SA12 and SA13[pages 34-37],the fields south of Folders Lane,Burgess Hill because,

No relevant traffic study has been undertaken to support this development despite this being a requirement of MSDC in their three previous overviews of the area.

Also there would be permanent damage to the South Downs National Park and further damage to the gap between Burgess hill and the villages to the south of it.

<b>80</b>	<b>Mr &amp; Mrs N Upton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/80/1	<b>Type:</b>	Object			

We are writing to object to the site allocations under SA12 and SA 13 pages 34 and 35. Building 343 houses south of Folders Lane would cause an increase in traffic - which the council has not properly assessed although traffic impact evaluations caused the rejection of similar schemes (SHELAAs 2007, 2012 and 2013).

This increase in traffic would cause congestion at the Keymer Road/Folders Lane junction and as a result traffic would use the B2112 road through Ditchling Village. Ditchling residents are already suffering from the traffic caused by development in Burgess Hill and Haywards Heath for which no proper road systems have been provided. Ditchling is repeatedly told we can't divert traffic to the detriment of surrounding areas, why do the same rules not apply to Burgess Hill and West Sussex?

Such development would also damage the natural habitat in the area and erode the strategic gap between Burgess Hill and Ditchling. It would also detrimentally affect Hassocks and Keymer. This area is one of great aesthetic and cultural value and part of the setting of the South Downs National Park. The further erosion of beautiful and nature rich countryside should be strongly resisted.

There are other areas available for development which are less damaging to the environment and cause less traffic impact to Ditchling and also Hassocks and Keymer.

**119** **Mr D Upton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13(pages34-37), the fields south of Folders Lane, Burgess Hill, because I am concerned at the increasing amount coming into Folders Lane and Keymer Road. These roads are already overloaded and with further developments proposed off Greenlands Drive and Batchelors Farm the situation will become impossible.

**185** **Mr N Upton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am writing again to object to the proposal to use the above fields (sites SA12 and SA13 ) for redevelopment to provide new housing.

This is lovely countryside that will be lost forever and at the same time will cause harm to a number of protected wildlife that reside in this area.

When we moved to this area three years ago it was our understanding that MSDC had a strategic plan where this land would be outside of consideration for redevelopment for a number of years as more appropriate sites had been identified.

The recent increase in traffic along Folder lane has demonstrated that additional housing will cause a negative effect from a travel but more importantly a safety perspective. The latter is even more of an issue in Keymer road /Ockley lane where there are no footpaths. I thought that before any schemes cold be considered MSDC were going to carry our a traffic study so at least this aspect could be taken into consideration.

If all greenfield sites get built on then all that will happen is that towns and villages are going to merge into one therefore eroding their character and identity .

Thank you for your assistance .

**327** **Ms J Upton** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Traffic is getting worse - no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). It is already dangerous to walk here.

This ancient area is home to many protected wildlife species, which we risk losing forever as protection would be impossible; these species are entitled to a home and play an important part in our environment, included are bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park - damaging tourism as well as the local neighbourhood

•There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

**326** **Ms J Upton** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Traffic is getting worse - no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016). It is already dangerous to walk here.

This ancient area is home to many protected wildlife species, which we risk losing forever as protection would be impossible; these species are entitled to a home and play an important part in our environment, included are bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park - damaging tourism as well as the local neighbourhood

•There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

**463** **Ms H Valler** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object to the above site allocations for housing on fields south of Folders Lane, Burgess Hill. This site has already been rejected for housing on three previous occasions. No sufficient traffic survey has been carried out to assess the impact on the Keymer Road/Folders Lane junction. There is a current application under consideration in Hassocks for 500 houses north of the Clayton Mills development, if both were to go ahead this would further close the gap between Burgess Hill and the villages to the south. These fields are home to many different species of wild life, already displaced by the many other developments happening in close proximity to this site.

**333** **Ms M van Hoeken** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill for the following reasons

1. no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development (SHELAAs 2007, 2012 and 2013)
2. there are more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints
3. it would cause irreparable harm to the setting of the South Downs National Park

348	Mrs L Van Stiphout	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/348/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because I live to the south of the proposed development, and the traffic through Ditchling is already gridlocked daily. No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

Children walking to school already have to contend with traffic driving on the pavements, exhaust fumes, and abusive drivers frustrated by the congestion. This would all become far worse with the additional traffic from the proposed development.

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls  
It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park.

91	Ms L Vangelova	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/91/1	Type:	Object
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I am objecting to the site allocations SA12 & SA13 pages 34-37, the fields south of Folders Lane , Burgess Hill because as far as I have been told the necessary traffic study has not been carried out .  
It will virtually join us to Ditchling and cause chaos around the South Downs National Park , Folders Lane is virtually at a standstill between the hours of 8.30 and 9.30 every morning bringing people into the schools and businesses in burgess hill, more houses built at the bottom of this road will just add possibly another 500 cars ! The infrastructure cannot possibly cope with more houses built here and there are more suitable sites available and deliverable which would not cause the same amount of traffic chaos .

1192	Mrs J Vannan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1192/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

I am particularly worried and upset about the wildlife this would displace. The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers.

It saddens me greatly that these habitats will be lost forever. It shouldn't be possible to just 'bulldoze' these areas. I've lived in Burgess Hill for 24 years and I've always felt lucky that we are surrounded by such wonderful green fields and countryside but sadly as the years have gone by more and more of these beautiful landscapes are disappearing where houses are being built. Surely Burgess Hill is now 'full' and other sites MUST be sought.

The ever increasing traffic within the town and surrounding area is also a huge consideration. I'm aware that the traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. Once again it is so sad to see, this once relatively quiet town, is now totally snarled up at 'rush hour' - I'm unsure how it will cope with the addition of the 'Northern Arc' development let alone if building were to go ahead on these sites as well.

Development of these sites would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints.

From the heart and as a long standing resident I urge you NOT to take this proposal any further.

906	Mrs K Vannan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/906/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm and it would also cause irreparable harm to the setting of the South Downs National Park.

1165	Mr S Varney	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1165/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 and 37), the fields south of Folders Lane, Burgess Hill, because I understand that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous overviews of the area where they consistently rejected the idea of development ( SHELAAs 2007, 2012 and 2013).

The existing traffic flow on Folders Lane is very busy at peak times and many motorists seem unaware or unwilling to abide by the 30 mph limit!

There is currently an apparent shortfall in Doctor`s surgery availability in Burgess Hill and car parking is also difficult and there do not appear to be any attempts to ameliorate these difficulties, also school place provision.

What attempts to develop "Brown field" sites?

1171	Mr D Vincent	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1171/1	Type:	Object
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We are objecting to site allocations SA12 and SA13 (pages 34 to 37), the fields south of Folders Lane, Burgess Hill because the traffic in Folders Lane is already heavily congested (at peak times in particular) at the two mini roundabouts, and we do not believe a traffic study to support the development has been carried out.

The proposed development would be on land with many protected wild species.

The strategic gap beteen Burgess Hill and the villages to the south is being continuously eroded.

The South Downs National Park will be irreparably harmed.

There must be other suitable sites which provide an equivalent or greater number of units and do not have the above constraints

<b>897</b>	<b>Mr M Vosper</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/897/1	<b>Type:</b>	Object			

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers. The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm. It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constraints

<b>367</b>	<b>Mr &amp; Mrs A Vosper</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/367/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south  
It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

NO FURTHER DEVELOPEMENT SHOULD BE UNDERTAKEN UNTIL A RELIEF ROAD IS CONSIDERED AND EVALUATED WHICH WOULD BE FROM DITCHLING COMMON TO THE WATER TOWER ON KEYMER ROAD AND THEN ONTO JANE MURRAY WAY.

KEYMER ROAD AND OCKLEY LANE ARE TOTALLY UNSUITABLE FOR LARGE INCREASES IN TRAFFIC VOLUME.THERE ARE NO FOOTPATHS AND THE DRAINAGE NEEDS MAJOR INVESTMENT.



1183	Mr T Walden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1183/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

I object on the following grounds:

- The site ID 503 is available and the owners of the land would like to make it available for housing.
- The developer promoting the site is ready to start.
- The current users of the site, the Golf Club, want to move.
- The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.
- The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

578	Mr T Walden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/578/1	Type:	Object
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I am wholeheartedly objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

Living at the far western end of Folders Lane I witness every day the already extremely congested roads that would only be made worse if this development were to go ahead. It would be nonsensical to permit this development of a further 343 houses and the associated traffic that would be generated, for this reason alone.

Besides this:

- I have reason to believe that the relationship between the landowner and the council would not stand up to in depth scrutiny
- The site is full of many protected wildlife species for which adequate protection would be impossible including great crested newts, bats, adders, slow worms, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. This must be maintained lest Hassocks and Burgess Hill become one large conurbation.
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>1237</b>	<b>Mr E Walker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1237/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing.  
The developer promoting the site is ready to start.  
The current users of the site, the Golf Club, want to move.  
The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.  
The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

<b>487</b>	<b>Mr R Walker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/487/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- Houses on these sites will significantly increase the already heavy traffic congestion at the junction of Keymer road with Folder's lane and into Burgess Hill town centre. This will impact air quality, road safety and access for emergency services.
- . No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>491</b>	<b>Ms V Walker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/491/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- Houses on these sites will significantly increase the already heavy traffic congestion at the junction of Keymer road with Folder's lane and into Burgess Hill town centre. This will impact air quality, road safety and access for emergency services.
- . No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

904	Ms S Wallington	Organisation:		Behalf Of:		Resident
Reference:	Reg18/904/1	Type:	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

1227	Mr D Wallington	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1227/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

A development of this size would have a severe impact on East West traffic to Burgess Hill station, the town centre and beyond.

The traffic study commissioned by MSDC is flawed, contains errors, and did not consider the Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is getting worse month by month, as the houses already under construction in the local area are completed and occupied. It could not cope with the additional traffic from Sites SA12 & SA13. In addition, Birchwood Grove Road, a narrow road without pavements or drainage, already being used as a bypass to avoid the traffic in Keymer Road, will incur additional traffic causing further danger to residents, schoolchildren and other non-vehicular road users.

The Sussex Biodiversity Records Centre confirms that the site is full of many internationally protected wildlife species for which adequate protection would be impossible.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park.

Also, there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course – site ID 503. It is a man made site, not an ancient field system full of wildlife, and it's ready to take up to 900 houses, meaning other more precious greenfield sites could be preserved. Site ID 503 is available, the current users of the site, Haywards Heath Golf club, want to move, and the owners of the land would like to make it available for housing. The developers promoting the site are ready to start, and are planning on site infrastructure in their proposals, including a school and doctor's surgery which are not included in the proposals for sites SA12 or SA13. Why is this site not being considered?

Why do MSDC planners believe Haywards Heath should only take 25 additional houses, compared to over 500 in Burgess Hill?

<b>519</b>	<b>Mrs S Wallington</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/519/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls.

It would cause irreparable harm to the setting of the South Downs National Park.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

<b>1174</b>	<b>Mrs E Wallington-Lee</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1174/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The site ID 503 is available and the owners of the land would like to make it available for housing.

The developer promoting the site is ready to start.

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

85	Mr B Ward	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/85/1	Type:	Object
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Folders lane is a country road. We have large lorries continually travelling along Kingsway and folders lane and they travel to fast. The roads are being damaged by these large lorries. The schools cannot cope with the number of people coming to the area, not to mention doctors surgeries being overwhelmed with new patients so making it very hard to get an appointment. Kingsway is a muddy mess due the lorries and very rarely gets cleaned and they produce a lot of air pollution. I could go on and we are all fed up with the situation.

386	Mrs S Warmisham	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/386/1	Type:	Object
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I object to the development of the fields south of Burgess Hill, (SA12 and SA13, pp 34-37), for the following reasons:

- (i) MSDC themselves require a survey of traffic to be carried out before granting development of the type proposed here. No such survey has been carried out. Development of this land has already been rejected three times.
- (ii) The setting of the South Downs National Park, so important to residents of this area and to visitors, would be irredeemably damaged.
- (iii) The all-important gap between Burgess Hill and villages to the south would be further eroded.
- (iv) Important species of wildlife found in this area would not be protected. The nurturing of their habitats should be one of our prime concerns.
- (v) Why use these sites when other more suitable sites are available?

2	Mr and Mrs A & S Warner	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/2/2	Type:	Object
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The proposed further development of land south of Folders Lane, and to the east of Keymer Road will cause untold extra pressure on the already congested East – West route through the town. We see from various comments already received about the land south of Folders Lane that the recent Transport report is badly flawed, using incorrect data, and that journey times from east to west in the town would be severely affected by this and the nearly completed developments along Kingsway, increasing journey times to and from work, and to and from schools.

Has any survey been carried out into the Air Pollution caused by the queuing traffic already a daily occurrence along Folders Lane, queuing from the Kingsway to the junction of Keymer Road for at least 12 minutes? If not may we suggest this is an urgent requirement for the Council to undertake, especially at peak time in term time. The air pollution suffered by those walking their children to school daily must be immense, and possibly well in excess of the Government target for health.

Many years ago it was proposed that a ‘Relief Road East to West’ for Burgess Hill would help to alleviate travel congestion through the town. This would run south of Folders Lane, from Jane Murray Way, cross Keymer Road, and then connect to the Ditchling Road just south of Ditchling Common and the railway bridge. The new proposals to develop land to the south of Folders Lane, and east of Keymer Road would make this an impossible task, and condemn the town to permanent congestion and air pollution.

104	Mr A & S Warner	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/104/1	Type:	Object
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We write with particular concerns about the site SA12, South of Folders Lane.

1. The site plan submitted to the Council under Application DM/19/0276 leaves much to be desired. It is NOT in keeping with the present housing in Folders Lane, being a very dense development, with no landscaping between properties, and with no regard to the neighbouring properties.
2. There is insufficient regard to the drainage on/of the site, and the subsequent danger to the properties to the north of the site. As the land rises away from these properties the rainwater naturally drains toward them, and laying water in the gardens of 96/96a/98 is often seen in wet weather. The soil is clay like, and therefore poor at draining.
3. The Public Footpath at the west side of the site would be greatly compromised during the construction of the site, with considerable danger to path users from construction traffic. There is also the consideration of the trees that will no doubt be sacrificed to make way for any such access. Although the trees have Preservation Orders on them this means nothing to Jones Homes, as you will know from the removal of two trees without permission, and then the felling of a third tree which the Tree Officer had given permission ONLY for a Crown reduction. Jones Homes clearly have NO regard for the people/places they are affecting by their development.
4. As already highlighted by another resident of Folders Lane the traffic appraisal submitted by Jones Homes is full of flaws, and this development will only add to the present congestion into town for all local people, as well as contributing to the air pollution issue.
5. Because the site is at the far edge of Burgess Hill the route to walk into town for work, school, shops and doctors, railway station etc is well over 25 minutes. The Leisure Centre is at the opposite side of town. The bus route is an hourly service from the Kingsway in to town, Monday to Saturday – to walk to Kingsway from the development would take 5-10 minutes. No service available on a Sunday.
6. It would have been helpful for Jones Homes to have used an up to date plan of Folders Lane when preparing their application – the map used does not show 96a and it's proximity to the boundary, and therefore that the row of houses adjacent to this would take the light and privacy away from this property, being just 16 metres from the boundary.

332	Ms J Watson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/332/1	Type:	Object
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No relevant traffic study has been carried out to supporters this development despite this being a requirement imposed by the council in their previous overviews of the area where they consistently rejected the idea of the development (SHELAA's 2007, 2012 and 2013)

Already the traffic through Ditchling is at bursting point, the village is gridlocked and simply can't take any more!

The site is full of wildlife which is protected.

It would cause harm to the setting of the South Downs National Park.

**1149** **Mr V Watson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

Any development south of Folders Lane would seriously erode the already fragile strategic gap between Burgess Hill and Ditchling, and cause even further pressure on the local village community with increased traffic and associated air and noise pollution which is completely unacceptable and unnecessary.

The fields south of Folders Lane are also full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. Building on this site would also cause irreparable harm to the setting of the South Downs National Park.

I strongly object to this proposal.

**264** **Mr N Watts** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

having lived near Keymer road for 50 years have witnessed so many traffic accidents and problems

A competent survey would give serious danger warnings of what will happen

there are better and more suitable sites in town center perhaps

**510** **Mr J Wayte** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I would like to object to site allocations SA12 and SA13 (pages 34-37) , the fields south of Folders Lane Burgess Hill.

I feel this would erode the fragile strategic gap between Burgess Hill and villages to the south.

In addition the increase of vehicles/ traffic would cause a severe demand on the Keymer Rd.



<b>182</b>	<b>Mr R Webb</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/182/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- There has been no relevant traffic study to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area. The road infrastructure is, in my opinion, already lagging behind recent developments, and a study is therefore vital.
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south. With the Northern Arc already narrowing the gap between Burgess Hill and Haywards Heath, we risk becoming just a suburb sandwiched between Haywards Heath and the Downs. This is surely not what is intended for this area?
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints and have already been identified in the Town Plan.

<b>66</b>	<b>Mr &amp; Mrs R Wedge</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/66/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because of the following  
No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

<b>1155</b>	<b>Mr S Wells</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/1155/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

- This site ID 503 is ideally suited to meeting the housing requirements especially as the owners see this as a sensible use for well set out and designed housing.
- The developer keen to take on this site is ready to start the necessary preparation
- The Golf Club who have been using the site are happy to move
- The MSDC present housing plan will be more than met alleviating the continued pressure and destruction of so many Greenfield sites
- The desperate need for a school and Doctor's surgery will be met by the developers on the site ID 503; these basic infrastructure requirements are NOT in the SA12 and SA13. The present Newton's Surgery is in vital need of a further Surgery in the area.

253	Ms T West	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/253/1	Type:	Object
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The site is full of many protected wildlife species for which adequate protection would be impossible including barn owls and cuckoos. Also the traffic is bad enough and the roads are not equipped to cope with the level of traffic in the area. There are other more suitable site which are available

225	Ms B Westerman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/225/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.

851	Mrs S Whaley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/851/1	Type:	Object
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I am objecting to site allocations SA12 & SA13 (pages 34-37) fields South of Folders Lane Burgess Hill because:-

1) No relevant traffic study has been carried out to support the development which will inevitably seriously impact upon existing traffic congestion around Keymer Road and Folders Lane.

2) It will seriously erode the already fragile strategic gap between Burgess Hill and villages to the south.

3) It will cause irreparable harm to the setting of the South Downs National Park.

4 There is no infrastructure in this part of Burgess Hill to support a development of this scale.We

5) The nominated site is a haven for many protected wildlife species including bats, great crested newts, cuckoos and barn owls.

6)There already exists a more suitable site which has none of the constraints detailed namely Haywards Heath Golf Club site ID 503.

<b>861</b>	<b>Mrs S Whaley</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/861/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 & SA13 (pages 34-37), the fields South of Folders Lane Burgess Hill because there is a better, more appropriate site immediately available at Haywards Heath Golf Course, the Site known as ID 503.

It has none of the problems and constraints of the South of Folders Lane site namely:-

- 1 Severe congestion on Folders Lane/ Keymer Road. No relevant traffic study has been carried out.
- 2 It will erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- 3 It will cause irreparable harm to the setting of the South Downs National Park.
- 4 The site is full of protected wildlife species including bats and barn owls.
- 5 Infrastructure to support a development of this magnitude is non existent in this part of Burgess Hill.

<b>610</b>	<b>Mr M Whitaker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/610/1	<b>Type:</b>	Object			

I wish to object to site allocations SA12 and SA13 (pages 34 to 37), the fields south of Folders Lane, Burgess Hill as I believe it to be an inappropriate development for the area. The greenfield site provides a home for a wealth of wildlife with barn owls, slow worms, bats, great crested newts, cuckoos and adders. The development would kill and displace these animals as well as the flora on the site. The new housing would damage the South Downs National Park. House building sites need to be selected more carefully to make best use of less important areas of land.

I also understand that no relevant traffic study has been carried out to support this development even though this was a requirement imposed by MSDC in previous overviews of the area - where development was rejected. Additional traffic would put pressure on the surrounding roads, many of which are already very congested. I wouldn't appreciate additional traffic through Ditchling and I'm sure other affected areas would find increased traffic equally unpleasant, disruptive and dangerous. The development would erode the strategic gap between Burgess Hill and the separate villages south of it. I believe there are other more suitable sites for development to build at least the same number of houses, but without the difficulties I have mentioned.

307	Mr J Whitbourn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/307/1	Type:	Object
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I am writing to voice my objections to site allocations SA12 and SA3 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill because:

The site is full of protected wildlife species, bats, adders, slow worms, great crested newts, cuckoos and barn owls. Adequate protection of these would be impossible.

No relevant traffic study has been carried out to support this development . This was a requirement in the three previous rejections of development of the site in 2007, 2012 and 2013. The traffic in morning rush hours queues on London road in both directions (worse heading north). This causes Queen Elizabeth Avenue to be a stop start crawl, which in turn makes Station Road a worse stop start crawl. Keymer Road all the way from Hassocks to Station Road is stop start crawl as is Folders Lane. It takes 40 mins to go from Folders Lane to the A23 most mornings. Once the northern arc and town center (cinema could be 1,000 cars + flats + shoppers and hotel) is complete there will be total grid lock and nothing will move.

343 houses = 300 children where are the school places? None locally means driving mum and dads going to work and school runs = 600 cars added to the jammed roads

There are more suitable site outside the town i.e. on the A2300.

There needs considerable road building. Not more houses feeding onto already jammed roads.

340	Mr J White	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/340/1	Type:	Object
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I am objecting to site allocations south of Folders Lane, Burgess Hill, (SA12 and SA13) principally because of the transport chaos that would result.

The traffic situation on Folders Lane and Keymer Road is already a debacle. The volume of traffic trying to get into Burgess Hill centre (especially in the morning) is too great for the roads as they are, and the area is frequently strangled by queues of very slow moving cars and lorries.

Adding to this problem by increasing the residential housing in the Folders Lane area is a ridiculous idea. Development land must be found that is (or could be) supported by a capable traffic system.

<b>802</b>	<b>Mr G Whitehouse</b>	<b>Organisation:</b> <input style="width: 90%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 90%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 90%;" type="text" value="Reg18/802/1"/>		<b>Type:</b> <input style="width: 90%;" type="text" value="Object"/>		

1. General Observations.

The allocations have a disproportionate number of dwellings proposed for Burgess Hill.

The proposals ignore the Burgess Hill Neighbourhood Plan.

The siting of the allocations ignores the restraints and settlement boundaries within the Mid-Sussex District Plan.

The allocations demonstrate a continuing lack of vision and strategic planning with no consideration of connectivity, infrastructure, and sustainability.

2. Specific Objections.

I am particularly concerned at the continuing tendency to encourage additional residential development to the south/south-east of the settlement boundary where development is less sustainably sited and will exacerbate the very significant traffic congestion already experienced.

The simple fact is there are only two crossings of the railway line. Existing roundabouts and narrow roads are already overloaded, without the impact of additional houses already allocated – in particular Keymer, where 500 additional dwellings will make a very significant impact upon the Keymer Road.

This continuing sprawl into open countryside is leading to a coalescence of settlement and a steady erosion of open countryside with a corresponding adverse impact upon ecology, landscape and drainage.

The Highway and Transport studies should make a fuller assessment of not only the extant traffic issues within Burgess Hill, but also the impact of the Northern Arc, together with the anticipated employment generation to the west as well as total number of residential units already allocated, or permitted but not yet built.

The lack of an overall vision and clear strategic planning for the town will only exacerbate the current malaise of the town centre. I suggest that a significant number of future residents within the outlying sites now proposed and including the Northern Arc, will be inclined to travel out and away from Burgess Hill to shop in larger centres, rather than face the difficulty of accessing the notional centre of the town where they apparently live.

<b>338</b>	<b>Ms M Whitehouse</b>	<b>Organisation:</b> <input style="width: 90%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 90%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 90%;" type="text" value="Reg18/338/1"/>		<b>Type:</b> <input style="width: 90%;" type="text" value="Object"/>		

I'm objecting to site allocations SA12 and SA3, pages 34-37, the fields south of Folders Lane, Burgess Hill. Development of these green fields would seriously erode the strategic gap between villages south of Burgess Hill and the town of Burgess Hill itself. This is already undermined by recent developments.

This site is a valuable wildlife resource - how can you adequately protect bats, slow worms, newts, cuckoos and barn owls if you build all over these fields?

I thought we were in the South Downs National Park here in Ditchling to protect against housing developments eroding our countryside but it seems to have had no effect at all. The traffic on the B2112 is already intolerable, with residents in fear of their lives as they walk down North End and the High Street - I do not exaggerate. There is no policing of speeding and noisy vehicles, or of abusive van drivers who have no care for those on the pavements or trying to park outside their homes. This can only get far worse if you develop even more around this already supremely overcrowded area.

In addition, the birth rate is the lowest ever recorded - in 25 years' time, these new houses will probably be standing empty and we will have lost these ancient natural habitats, countryside and woodland forever.

Enough is enough. No more building, please, without consultation, traffic studies and protection for endangered species.

480	Mr & Mrs B Whittle	Organisation:		Behalf Of:		Resident
Reference:	Reg18/480/1	Type:	Object			

We are objecting to site applications SA12 & SA3 (pages 34-37) the fields South of Folders Lane, Burgess Hill, because:-

There has been "NO" relevent traffic study carried out to support this development, as setout by MSDC in 3 earlier overviews, where the Council rejected the idea of development ( SHELAA's 2007,2012,2013)

There are also concerns relating to many types of Wild life in the area. The fragile gap between Burgess Hill & it's surrounding villages would be under greater threat.

This & any other proposed development in the ares will impinge on the setting of the South Downs National Park.

There is a suggestion going around, that the Council, " Is suggesting " that in order to make the Roundabout at the junction of Folders Lane & Keymer Road useable !!! "A one way traffic scheme be introduced" to take traffic off Keymer Road into Greenlands Drive/ Oakhall Park, all of which will be one way, to turn Left to rejoin Keymer Road at the end of Oakhall Park.

Firstly, these 2 roads are too narrow for the volume of traffic forced onto them by such a scheme. They will have to be made "NO PARKING" over their entire length ( ie: Double Yellow Lines) as there is even now regular mass parking by RAIL TRAVELLERS along these roads! One must assume they will move into the local side roads blocking the Local Residents in throughout the day. Just how CRAZY is thar?

In our view, this is the tip of the ICE BERG threatening the South of England from London to the South Coast!

Year after year there has been the demand from Westminster & Local Authorites to build homes throughout the region to command public support. Without any real effort to ensure a working local infrastructure is in place.

For that reason, we feel that this application and all others like it are Banned in the South of England until the problem is sorted.

283	Mr & Mrs B & T Whittle	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/283/1	Type:	Object
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We are objecting to site applications SA12 & SA3 (pages 34-37) the fields South of Folders Lane, Burgess Hill, because:-  
There has been "NO" relevant traffic study carried out to support this development, as set out by MSDC in 3 earlier overviews, where the Council rejected the idea of development (SHELAA's 2007, 2012, 2013)  
There are also concerns relating to many types of Wild life in the area. The fragile gap between Burgess Hill & its surrounding villages would be under greater threat.  
This & any other proposed development in the area will impinge on the setting of the South Downs National Park.

There is a suggestion going around, that the Council, "Is suggesting" that in order to make the Roundabout at the junction of Folders Lane & Keymer Road useable !!! "A one way traffic scheme be introduced" to take traffic off Keymer Road into Greenlands Drive/Oakhall Park, all of which will be one way, to turn Left to rejoin Keymer Road at the end of Oakhall Park.  
Firstly, these 2 roads are too narrow for the volume of traffic forced onto them by such a scheme. They will have to be made "NO PARKING" over their entire length (ie: Double Yellow Lines) as there is even now regular mass parking by RAIL TRAVELLERS along these roads! One must assume they will move into the local side roads blocking the Local Residents in throughout the day. Just how CRAZY is that?

In our view, this is the tip of the ICE BERG threatening the South of England from London to the South Coast!  
Year after year there has been the demand from Westminster & Local Authorities to build homes throughout the region to command public support. Without any real effort to ensure a working local infrastructure is in place.

For that reason, we feel that this application and all others like it are Banned in the South of England until the problem is sorted.

147	Ms L Whitton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/147/1	Type:	Object
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SA12 SA13 Object.

149	Mr S Whitton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/149/1	Type:	Object
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SA12 and SA13 Object.

**163** **Mr B Widdowson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Oak Hall Park will take too much traffic; parents taking children to school and returning after school. There is too much parking in the street currently, and it is hard enough getting out onto Keymer Road. This proposal will destroy a quiet residential road.

**164** **Mrs K Widdowson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

Traffic generated a school times will generate more traffic through the road, making it even harder than it already is currently. There is more commuter parking in Oak Hall Park already which makes it difficult at times. It would become even more inconvenient if the two roads were made one way. This would cause even more inconvenience to residents, destroying the quiet nature of the estate that residents have enjoyed for so many years.

**166** **Mr N Widdowson** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

My parents have lived in Pak Hall Park since it was first developed, and it has always been a quiet peaceful area. This plan to make it a one way street, and re-route traffic through Greenlands Drive and Oak Hall Park will utterly destroy this. Oak Hall Park will simply become a main road. This should be reconsidered immediately and a more suitable alternative developed.

**1130** **Mr S Wiggins** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints



12	Ms KA Wilkinson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/12/1	Type:	Object
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I am objecting to site allocations SA 12 and SA 3 which concerns the fields south of folders Lane Burgess Hill.  
The lane is unique and a wildlife habitat .It is very beautiful and to fill it with houses would ruin it and also join up the gap between Burgess Hill and Keymer.  
Traffic is heavy now leading to the roundabout at folders Lane so many more houses would lead to a real bottleneck.

274	Mr J Wilkinson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/274/1	Type:	Object
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The Keymer Road an Folders Lane are already heavily used and there are other developments being proposed that will cause yet more traffic. Yet there is no evidence of a sensible plan for traffic from either development being ameliorated. SA12 says they will "Investigate" links with that adjacent development to the east - surely this should have been done already. SA13 comes out at a junction close to the opposite one on Greenland drive but there is no hint of new roadworks needed for a huge increase in vehicle traffic volume.  
The sites are currently greenfield and outside the Plan which was agreed at some cost last year or the year before. They produces yet another encroachment which if continued will eventually find Burgess Hill, Ditchling and Hassocks/Keymer as one conurbation.  
The Plan which has been agreed has adequate new housing and provision for extra facilities - schools, shops and surgeries - which these do not. It is another case of speculative developers pushing at what the can see as a money-tree. If they were building starter homes within the budget of young couples, or social housing for the workers in the town, it might be slightly more defensible if unwise.

1249	Mrs E Wilkinson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1249/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 pages 34-37, the fields south of Folders Land, Burgess Hill because I currently live in Ditchling and these buildings will lead to a significant increase in the traffic moving through the village. The roads in Ditchling are already dangerous for children to cross and the village every day experiences an unmanageable amount of traffic which brings the village to a stand still. These buildings can only make it worse.

There has in my understanding been no relevant traffic study completed even though this is a requirement of the planning. This has also already been rejected multiple times (SHELAAS 2007,2013,2014) and there is valid reason for this.

This development will significantly erode the gap between Burgess Hill and the surrounding villages which needs protecting not just for the variety of species of animals which will be effected, but also for the mental wellbeing of the individuals like us who like to walk and benefit from being able to do so. Additional house will remove this gap, removed the protected animal species and remove the freedom of movement. The environmental damage done by this development can never be retracted once it has happened.

There are multiple other sites which are already being developed around Burgess Hill but we do not have the infrastructure to support all of these houses, not least in schooling and medical cover. The A and E Dept in Haywards Heath is already stretched as are the local schools and DR's surgeries.

This permission for this development needs to be reconsidered and I request that this objection is considered.

941	Mrs S Williams	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/941/1	Type:	Object
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I am objecting to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill because:

1. there has been no relevant traffic study carries out to support this development - the volume of vehicle traffic on Keymer Road and Folders Lane is currently excessive and adding over 300 homes would exacerbate the already poor quality of the roads and create excessive problems for all local residents.
- 2.the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. it would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause great harm to the South Downs National Park
5. There are other suitable sites for this allocation which could provide better space for a development of this size
6. Noise and air pollution have not been considered or any studies carried out to support this development
7. Access points for the two allocations are unclear and the increase volume of people would cause great safety concerns if cars and the population increases. The area is inadequate to cope with such demand. There have been several crashes in the busy junction and these will only continue and increase if the area isn't protected from further development and the current infrastructure is SIGNIFICANTLY improved.

Improve the local area, its transport and infrastructure first before allocating unsuitable land to housing developers - these two site allocations are unreasonable, have not been thought out or have supported studies to even validate such a development.

435	Mrs V Williams	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/435/1	Type:	Object
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Object

434	Mr M Williams	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/434/1	Type:	Object
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Object

<b>943</b>	<b>Mrs K Williams</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/943/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 and SA13, the fields south of Folders Lane, Burgess Hill because:

1. there has been no relevant traffic study carries out to support this development - the volume of vehicle traffic on Keymer Road and Folders Lane is currently excessive and adding over 300 homes would exacerbate the already poor quality of the roads and create excessive problems for all local residents.
- 2.the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls
3. it would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south
4. It would cause great harm to the South Downs National Park
5. There are other suitable sites for this allocation which could provide better space for a development of this size
6. Noise and air pollution have not been considered or any studies carried out to support this development
7. Access points for the two allocations are unclear and the increase volume of people would cause great safety concerns if cars and the population increases. The area is inadequate to cope with such demand. There have been several crashes in the busy junction and these will only continue and increase if the area isn't protected from further development and the current infrastructure is SIGNIFICANTLY improved.

Improve the local area, its transport and infrastructure first before allocating unsuitable land to housing developers - these two site allocations are unreasonable, have not been thought out or have supported studies to even validate such a development.

<b>322</b>	<b>Ms M Williamson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/322/1	<b>Type:</b>	Object
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I am objecting to site allocations SA12 & SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill for the following reasons:

- Due to certain wildlife species being present in these fields, there would be no way of adequately protecting them (such as barn owls, bats, adders to name a few)
- Living in Ditchling, it would mean Burgess Hill would be merging into our Historic village for which is already used as a shortcut to thousands of cars accessing their way to the A23/A27. If another 343 houses are then built here, I am certain that this would mean the pedestrians of Ditchling village would be endangered due to the already very narrow roads and cars having to pass by onto the pavements- which are also incredibly narrow
- I understand that this area has already had 3 previous applications rejected as there hasn't been a necessary traffic study been completed
- I believe that there are other sites in the surrounding area of Burgess Hill that would be more suitable and would not affect the above issues.

<b>1142</b>	<b>Mr J Willis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1142/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because it would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.

Also I understand that no relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).

I believe the site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls. It would also cause irreparable harm to the setting of the South Downs National Park.

I believe there are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints

<b>436</b>	<b>Mr S Willis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/436/1	<b>Type:</b>	Object			

I am writing to object to the inclusion of sites SA12 and SA13 in any current and future development allocations.

The Folders Lane area has taken more than its fair share of development in recent years, which has caused a considerable negative impact on the local area and the traffic into Burgess Hill is becoming more and more congested at peak times. The congestion is already unacceptable and this is without the current developments (e.g. Jones Homes at the bottom of Folders Lane, 500 new homes in Hassocks off Ockley Lane, Keymer Tile works site etc.) being occupied. Don't the council take notice of the impact of their decisions, this current inclusion is just irresponsible, enough is enough in this locality. I understand that MSDC previously acknowledged the unsuitability of these sites in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016), what has changed?

Until a full and thorough traffic study has been carried out, and an east to west relief road (including a railway crossing – as suggested in the Atkins report) has been provided, please remove these unacceptable locations from both current and future potential development lists.

Please source locations that are sustainable, sites SA12 and SA13 are clearly not.

As well as the council ignoring previous traffic studies, particularly the Atkins report, there are other reasons that these sites are unsuitable and include:

- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints
- Broadlands is an unacceptable access road, as is the loss of amity to the Broadlands residents. Access onto Keymer Road would be dangerous, the sight lines are wholly unacceptable
- This area has now been deemed a dark skies reserve and the development would seriously erode this

<b>296</b>	<b>Ms C Willis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/296/1	<b>Type:</b>	Object			

I am writing to object to the inclusion of sites SA12 and SA13 in any future development allocations.

The Folders Lane area has taken more than its fair share of development in recent years, which has caused a considerable negative impact on the local area and the traffic into Burgess Hill is becoming more and more congested at peak times. The congestion is already unacceptable and this is without the current developments (e.g. Jones Homes at the bottom of Folders Lane, 500 new homes in Hassocks off Ockley Lane, Keymer Tile works site etc.) being occupied. Don't the council take notice of the impact of their decisions, this current inclusion is just irresponsible, enough is enough in this locality. I understand that MSDC previously acknowledged the unsuitability of these sites in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016), what has changed?

Until a full and thorough traffic study has been carried out, and an east to west relief road (including a railway crossing – as suggested in the Atkins report) has been provided, please remove these unacceptable locations from both current and future potential development lists.

Please source locations that are sustainable, sites SA12 and SA13 are clearly not.

As well as the council ignoring previous traffic studies, particularly the Atkins report, there are other reasons that these sites are unsuitable and include:

- The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos and barn owls
- It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- It would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints
- Broadlands is an unacceptable access road, as is the loss of amity to the Broadlands residents. Access onto Keymer Road would be dangerous, the sight lines are wholly unacceptable
- This area has now been deemed a dark skies reserve and the development would seriously erode this

Please can I asked to be kept informed with email updates relating to these and future site allocations.

<b>1141</b>	<b>Mr J Willis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1141/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because I believe there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

I believe the ID 503 site will provide more housing than MSDC are currently proposing, creating a larger 'buffer' which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

Also, the developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed.

I understand that the site ID 503 is available, and the owners of the land would like to make it available for housing. The developer promoting the site is ready to start, and the current users of the site, the Golf Club, want to move.

222	Ms R Wingrave	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/222/1	Type:	Object
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No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)

The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls

255	Ms S Wood	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/255/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

MSDC required that a relevant traffic study should be carried out in support of development when they assessed the area in 2007, 2013 and 2016 - and they consistently rejected the idea of development. This time no relevant traffic study has even been carried out to support this development.

This development would erode the strategic gap between Burgess Hill and the villages to the south, such as ours, Ditchling. it would damage the setting of the South Downs National Park. These fields are home to many protected wildlife species and development would render sufficient protection impossible of animals such as bats, adders and birds such as barn owls and cuckoos, to name but a few.

There are more suitable sites available which could offer even a higher number of units and which are deliverable.

902	Mrs A Wood	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/902/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

The site is full of many internationally protected wildlife species for which adequate protection would be impossible. As confirmed by the Sussex Biodiversity Records Centre, these include 7 different species of bats, dormice, great crested newts and several species of birds including ospreys, red kites, honey buzzards, little egrets, bitterns, peregrine falcons and kingfishers. The traffic study commissioned by MSDC is flawed, contains errors, and did not "study" the crucial Folders Lane – Keymer Road junction. This roundabout is already a serious bottleneck which is deteriorating month by month as the houses already under construction in the local area are completed and occupied. It can now take between 15-30 minutes to get through this area of Burgess Hill It could not cope with the additional traffic from Sites SA12 & SA13.

It would seriously erode the fragile strategic gap between Burgess Hill and the villages to the south - already compromised by the 500 houses planned for Clayton Farm.

It would cause irreparable harm to the setting of the South Downs National Park

There are other more suitable sites which are available, deliverable and could start building at the end of the consultation period, and which provide an equivalent or higher number of units without any of the above constrain. This area is crucial to maintain a sense of countryside setting that is vital on the edge of any town and to provide a sense of well-being to the local community

<b>256</b>	<b>Mr J Wood</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/256/1	<b>Type:</b>	Object			

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

MSDC required that a relevant traffic study should be carried out in support of development when they assessed the area in 2007, 2013 and 2016 - and they consistently rejected the idea of development. This time no relevant traffic study has even been carried out to support this development.

This development would erode the strategic gap between Burgess Hill and the villages to the south, such as ours, Ditchling. it would damage the setting of the South Downs National Park. These fields are home to many protected wildlife species and development would render sufficient protection impossible of animals such as bats, adders and birds such as barn owls and cuckoos, to name but a few.

There are more suitable sites available which could offer even a higher number of units and which are deliverable.

<b>84</b>	<b>Mr R Wooden</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/84/1	<b>Type:</b>	Object			

Recently planning consent was granted for the Northern Arc area of Burgess Hill and it seems unreasonable to yet again push out further the settlement boundary of Burgess Hill into the countryside, eating into the very important strategic gap that protects and identifies the villages around the town and in particular the that between Burgess Hill and Hassocks/Keymer and Ditchling.

This incursion into this strategic gap will cause great harm to the South Downs National Park by eroding countryside and the wildlife habitat that exists within it. Bats, Adders, Slow Worms, Great Crested Nets, Barn Owls, Cuckoos to name but a few, it will be impossible to protect all of these species. This is so important in this case as the SDNP is a very strategic and important part of Sussex and must be protected at all costs.

If more houses are necessary then they should be added to the Northern Arc where proper infrastructure will be constructed and in place to support further expansion or even a further expansion of Bolnore Village. It seems unnecessary to further erode areas to the south and specifically the SDNP. Where other more suitable sites exist then it seems obvious that these should be considered as they can probably deliver and provide an equivalent or even a higher number of units without the constraints as above.

It is noted that no relevant traffic study has been carried out to support the proposed sites despite being a requirement imposed by Mid Sussex District Council where in their three previous assessments of the area they consistently rejected the idea of development (2007, 2013, 2016). This must be a material consideration.

For all of these reasons I object to the proposed allocation of sites SA12 and SA13 in the fields to the south of Folders Lane (Pages 34 - 37)

294	Mr S Woplin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/294/1	Type:	Object
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I wish to register my strong objection to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill.

I Live in The Drove, Ditchling as a local resident am involved protect our rural location, with the SDNP, both through our Neighbourhood Plan and the National Park’s equivalent protection plans. The village and local areas are already being severely affected by the volume of traffic passing through the village at all times. Permitting this development will only serve to exacerbate this problem, and seriously affect the rural setting and wildlife in this area.

My CHallenges are outlined below:

- 1.It would cause irreparable harm to the setting of the South Downs National Park
- 2.It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south.
- 3.No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016).
- 4.There are no supporting infrastructure plans for this massive development. Pressure on already oversubscribed amenities- roads, transport, doctors surgeries, schools, public transport would be unsupportable.
- 5.Affordable housing in an area with little or no public transport would be non-viable.
- 6.There is insufficient parking at local train stations to accommodate the increase in commuters
- 7.The site is full of many protected wildlife species for which adequate protection would be impossible including barn owls, bats, adders, slow worms, great crested newts and cuckoos.
- 8.It represents the loss of valuable food-producing land.

There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints. Brown field sites in existing settlements should be used before greenfield sites like this one.

I trust you will reject this huge development.

83	Mr & Mrs C Wren	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/83/1	Type:	Object
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We wish to lodge our objection to the site allocations SA12 and SA3 (pages 34-37) the fields south of Folders Lane Burgess Hill because:

- The increase of traffic to the Folders Lane/Keymer Road junction will be intolerable and the possible use being investigated by West Sussex of a one way system using Greenlands Drive and Oakhall Park is bordering on the insane.
- The congestion caused by only one access across the railway line other than Wivelsfield or Hassocks (both heavily congested) often causes congestion and delay let alone more housing this side of the railway.
- In the past MSDC have previously objected to development in this area following traffic studies (2007, 2012 and 2013), this time there has been no relevant study.
- There always was a requirement to preserve the strategic gap between Burgess Hill and the villages/National Park to the south.
- There are more suitable sites in Burgess Hill that could provide an equivalent or higher number of units that do not have the same restraints.



**1267** **Mr P Wrench** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (Pages 34-37), the fields south of Folders Lane, Burgess Hill because:

No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development.

There are other more suitable sites which are available and deliverable, i.e. Haywards Heath Golf Club ID503, which provide an equivalent or higher number of units. There is also the problem of insufficient infrastructure within the Folders Lane area to be able to accommodate this proposed increased development

**1266** **Mrs S Wrench** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I object to the proposal to build 343 houses south of Folders Lane, Burgess Hill as there is plenty of building already taking place in the Folders Lane area, i.e. down Kingsway and the Jones Home site and in addition there is the proposed Northern Arc. There appears to be no plans in place to address the lack of infrastructure in order to accommodate this increased development in Folders Lane. A more suitable site has been proposed, i.e. Haywards Heath Golf Club, which is a man made site not an ancient field system full of wildlife and is ready to take up to 900 houses, meaning other precious greenfield sites can be saved. Furthermore the developers are planning on site infrastructure, including a school and doctors' surgery, in their proposals for site ID503, something which has not been included in the proposals for sites SA12 and SA13, despite these being desperately needed.

**54** **Mr V Wright** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- I am not aware that any relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- This site is full of many protected wildlife species for which adequate protection would be impossible, these include bats, adders, slow worms, great crested newts, cuckoos, barn owls
- Development on these site allocations would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- Any development on these site allocations would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints."

<b>382</b>	<b>Mr R Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>		Reg18/382/1		<b>Type:</b>		Object
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</p> <p>The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</p> <p>It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</p> <p>It would cause irreparable harm to the setting of the South Downs National Park</p> <p>There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”</p>						

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<b>53</b>	<b>Mr D Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>		Reg18/53/1		<b>Type:</b>		Object
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>•I am not aware that any relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</li> <li>•This site is full of many protected wildlife species for which adequate protection would be impossible, these include bats, adders, slow worms, great crested newts, cuckoos, barn owls</li> <li>•Development on these site allocations would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</li> <li>•Any development on these site allocations would cause irreparable harm to the setting of the South Downs National Park</li> <li>•There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”</li> </ul>						

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<b>187</b>	<b>Mr M Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>		Reg18/187/1		<b>Type:</b>		Object
<p>No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</p>						

465	Mr & Mrs P & J Wright	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/465/1	Type:	Object
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We are objecting to the site allocations SA12 & SA3 (pages 34-37), the fields south of Folders Lane, Burgess Hill, because:

It appears that there has been no relevant traffic study carried out to support this development even though this is a requirement imposed by MSDC in its previous overviews of the area where the idea of development was consistently rejected ( i.e. SHELAAs 2007, 2012,& 2013).

The proposed site hosts a very wide range of wildlife species for which adequate protection would be rendered impossible.

The already fragile strategic gap between Burgess Hill and it's southern outlying villages would, in our opinion, be dangerously eroded and the setting of the South Downs National Park would be greatly and irreparably harmed.

We request that MSDC investigates other more suitable, available and deliverable sites which would provide equivalent or even higher number of units that would avoid the constraints detailed above.

635	Mrs V Wright	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/635/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:

- I am not aware that any relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)
- This site is full of many protected wildlife species for which adequate protection would be impossible, these include bats, adders, slow worms, great crested newts, cuckoos, barn owls
- Development on these site allocations would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south
- Any development on these site allocations would cause irreparable harm to the setting of the South Downs National Park
- There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”

1136	Mrs B Wright	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1136/1	Type:	Object
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I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.

The developers are planning on site infrastructure, including a school and doctor's surgery, in their proposals for site ID 503. These are not included in the proposals for sites SA12 & SA13, despite these being desperately needed

<b>351</b>	<b>Mrs B Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/351/1	<b>Type:</b>	Object			
It would cause irreparable harm to the setting of the South Downs National Park						

<b>1135</b>	<b>Mr M Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1135/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because there is a better, more suitable and more sustainable site available at Haywards Heath Golf Course, the site known as ID 503.</p> <p>The site will provide more housing than MSDC are currently proposing, creating a larger ‘buffer’ which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan</p>						

<b>171</b>	<b>Ms L Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/171/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>• No relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016) Burgess Hill town centre is already gridlocked on a daily basis, how are we meant to cope with additional traffic?</li> <li>• The site is full of many protected wildlife species for which adequate protection would be impossible including bats, adders, slow worms, great crested newts, cuckoos, barn owls</li> <li>• It would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</li> <li>• It would cause irreparable harm to the setting of the South Downs National Park</li> <li>• There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints</li> </ul>						

<b>633</b>	<b>Mr D Wright</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/633/1	<b>Type:</b>	Object			
<p>I am objecting to site allocations SA12 and SA13 (pages 34 – 37), the fields south of Folders Lane, Burgess Hill, because:</p> <ul style="list-style-type: none"> <li>• I am not aware that any relevant traffic study has been carried out to support this development despite this being a requirement imposed by MSDC in their three previous assessments of the area when they consistently rejected the idea of development (in 2007, 2013 and 2016)</li> <li>• This site is full of many protected wildlife species for which adequate protection would be impossible, these include bats, adders, slow worms, great crested newts, cuckoos, barn owls</li> <li>• Development on these site allocations would seriously erode the already fragile strategic gap between Burgess Hill and the villages to the south</li> <li>• Any development on these site allocations would cause irreparable harm to the setting of the South Downs National Park</li> <li>• There are other more suitable sites which are available and deliverable which provide an equivalent or higher number of units and do not have any of the above constraints.”</li> </ul>						

880	Mrs C Wyatt	Organisation:		Behalf Of:		Resident
Reference:	Reg18/880/1	Type:	Object			
It would cause irreparable harm to the setting of the South Downs National Park						

433	Mr G Zimmermann	Organisation:		Behalf Of:		Resident
Reference:	Reg18/433/1	Type:	Object			
We are objecting to the site allocations SA12 and SA13 (pages 34-37) - the fields south of Folders Lane Burgess Hill, because:						
1. Anyone familiar with the current traffic at the tiny roundabout of Folders Lane and Keymer Road will know that it cannot possibly cope with the inevitable increase of traffic resulting with the plan of 343 houses and it would make this area intolerable.						
2. The consequent destruction of wildlife in the area is quite simply unconscionable and cannot be seen as any other than wanton thoughtless destruction by the Local Authority.						
3. The semi-rural charm of the town of Burgess Hill will be destroyed slowly but surely - there are more suitable sites that can be developed and which would not bring about such destruction.						

728 Mr D Stewart

Organisation: Jones Homes 96 Folders Lane BH

Behalf Of:

Promoter

Reference: Reg18/728/3

Type: Support

A Transport Statement supported by up to date traffic surveys supported the planning application. This demonstrated that the access from Folders Lane could accommodate the additional traffic volumes generated without any adverse impact on highway safety.

728 Mr D Stewart

Organisation: Jones Homes 96 Folders Lane BH

Behalf Of:

Promoter

Reference: Reg18/728/4

Type: Support

In terms of volume the maximum flow recorded in our traffic surveys was between 08.00 – 09.00 with a flow of 564 vehicles from west to east dropping to 382 between 09.00 – 10.00 and 436 vehicles from east to west dropping to 356 during the same time periods. The highway impact was assessed using raw vehicle flows growthed to 2024. The results of the junction capacity analysis for the Site Access / Folders Lane junction show that in the 2024 with and without proposed development scenarios, the junction is forecast to operate well within capacity on all arms. The addition of the development proposals has no material impact with regards to the capacity of the junction and as such it is considered that no 'severe' residual impacts will result, in line with the NPPF requirement.

728 Mr D Stewart

Organisation: Jones Homes 96 Folders Lane BH

Behalf Of:

Promoter

Reference: Reg18/728/5

Type: Support

On the wider issue of travel, we are prepared to pay for a Total Access Demand to improve the frequency of public transport services and facilities for users as part of this proposal.

728 Mr D Stewart

Organisation: Jones Homes 96 Folders Lane BH

Behalf Of:

Promoter

Reference: Reg18/728/6

Type: Support

The site is located in flood zone 1 where there is less than a 1 in 1000-year chance of flooding from the sea or rivers. However, we are aware of the ground conditions. The site is underlain by Weald Clay formation which could result in the pooling of rainwater on site.

Our drainage strategy will be developed in accordance with the strategy developed for the adjoining site which includes a combination of swales, ponds and a below ground tank with an outfall to the existing ditch serving the site. The rate of drainage into the ditch will be no greater than greenfield run off.

728	Mr D Stewart	Organisation:	Jones Homes 96 Folders Lane BH	Behalf Of:		Promoter
Reference:	Reg18/728/1	Type:	Support			
<p>The application drew extensive third-party responses principally relating to the following key matters:</p> <ul style="list-style-type: none"><li>• Impact on the Landscape</li><li>• Impact on Residential Amenity</li><li>• Impact on Highway Safety</li><li>• Flooding Concerns</li></ul> <p>In addition, a number of matters were raised by statutory consultees, principally landscape, urban design and inclusiveness issues.</p> <p>We would suggest that, in view of the changes brought about by a number of planning decisions in the area and the draft allocation of this site, the LPA should revise the settlement boundary to Burgess Hill in a forthcoming review of the District Plan.</p> <p>It is JHS intention to satisfactorily address all of the matters raised in a redesign of the scheme and in the manner described below.</p> <p>The intention of the development proposal is to retain the wooded setting of the footpath as far as possible with appropriate improvements to its surface along its length. Development will be set back away from the woodland boundary edge and this tree belt strengthened by additional planting.</p> <p>Detailed discussions over the design of the road as it crosses the footpath will be held with the PROW authority with the intention of ensuring the road crosses the footpath with the pedestrian having priority. Measures to slow vehicular traffic on the road and cyclists using the footpath about to cross the road will be proposed with the designs based on the use of traditional materials appropriate for this semi-rural location.</p> <ul style="list-style-type: none"><li>- Use of traditional materials</li><li>- Change in surface material for crossing</li><li>- Raising the road surface to visually identify the crossing point</li><li>- Introducing design feature to ensure that cyclists slow down when approaching the road crossing</li></ul> <p>The constraints imposed by meeting the landscape and design requirements will result in a changed layout and reduced area available for development. This in turn will reduce the housing numbers on the site. The layout currently being drawn up will develop the perimeter block approach, incorporating the added landscaping requirements.</p> <p>JHS also supports policy SA11 that identifies the land allocations to satisfy this residual requirement. However, we do highlight the need to reduce the housing figure for land to the south of 96 Folders Lane from 43 to 40 in order to take account of changes brought about by the urban design and landscape comments arising from the application (now withdrawn).</p> <p>8.3 The figure in policy SA12 should also be revised accordingly. On a matter to note the actual gross development area of the land is 1.72 ha, not 1.8ha.</p>						

728	Mr D Stewart	Organisation:	Jones Homes 96 Folders Lane BH	Behalf Of:		Promoter
Reference:	Reg18/728/2	Type:	Support			

The landscape principles to be adopted in the development of the site are:

- Retain and strengthen the existing tree belts on the east and west sides of the site
- Develop planting to offer screening from the existing housing to the north and south
- Offer internal areas of open amenity space for residents
- Minimize adverse landscape impacts
- Accord with landscape policies in the adopted plan

A revised landscaping strategy is currently being prepared which will guide and shape the revised proposal for the site. This will be submitted separately prior to the beginning of December.

A full assessment of their comments is made in the landscape strategy. However, it is sufficient here to note that the scheme does propose the retention of the tree belts and strengthening on both the east and western boundaries. Moreover, we propose to amend the submitted layout to ensure that neither tree belts are compromised by the location and juxtaposition of the trees and the houses. We are keen to ensure that the eastern tree belt remains as a defensible settlement boundary to the town.

The existing tree screen to the west is to be retained and strengthened.

A detailed landscape character assessment is set out in the accompanying report prepared by Lizard Landscapes. Their findings are supported by the LVIA prepared to support the appeal for the development on the adjoining site. Both LVIAs find that the site and its immediate surrounds have a medium landscape quality. This is because the landscape is generally pleasant but has no particularly distinctive qualities, and any detractors (such as the partially screened urban edge to the north and the adjacent winery buildings to the south west) are not dominant, and are balanced by adjacent attractive features such as the tree belts around the site.

The wider landscape of the South Downs to the south of the site, within the National Park, is obviously of very high quality and is designated accordingly, but the part of the National Park adjoining the south western part of the adjoining site is an enclosed field used for growing vines, with the winery buildings to its east and a poplar plantation to its west. The site is of no more than medium to high landscape quality, and its value (and presumably the reason for its designation) is that it is part of the northernmost context and setting for the iconic chalk Downland landscape to the south.

JHS expresses surprise at the nature of the response from the SDNPA which clearly fails to consider or take any account of previously examined landscape issues. Moreover, the SDNPA has failed to reassess the landscape character of the site and wider surroundings in the light of the ongoing development of the adjoining site for 73 dwellings. The responses show a complete lack of objective assessment of the changing landscape character of the area, the landscape features of the application site and appears to relate to an in-principle objection to any development in the vicinity of the SDNP rather than a response based on factual evidence.



<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/12	<b>Type:</b>	Object	
<p>Whilst we object to this allocation, if MSDC are minded to retain it, the requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy:          'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design.          Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>				

<b>716</b>	<b>Mr R King</b>	<b>Organisation:</b> Lewes and Eastbourne BC	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/716/1	<b>Type:</b>	Object	
<p>However, in relation to Policies SA12, SA13 and SA21, the District Council wishes to have the confidence that the transport impacts arising from the proposed housing growth can be satisfactorily accommodated by the highway network within Lewes District. In particular, the timing, funding and feasibility of any necessary mitigation measures need to be fully understood before we are convinced that Policies SA12, SA13 and SA21 are sound. Our expectation is that Mid Sussex District Council will work in close partnership with East Sussex County Council, as the local highway authority for Lewes District, in this respect.</p>				

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/9	<b>Type:</b>	Object	
<p>The adjacent footpath on the western edge of the site forms part of the gateway for pedestrian access from Burgess Hill to the SDNP. The route is largely within the existing adjacent development site, however, should this allocation proceed, there is an opportunity to secure in policy requirements to prevent negative impacts upon users of this route and seek enhancements to the route.</p>				

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/3	<b>Type:</b>	Object	

Overarching comments on SA12 (Land South of 96 Folders Lane, Burgess Hill) and SA13 (Land East of Keymer Road and South of Folders Lane, Burgess Hill)  
The objective for development for these sites to be informed by a landscape-led masterplan which respects the setting of the SDNP is noted and recognised. However, below we raise some concerns regarding achieving this element of the objective.  
Concern is raised that the proposed allocations would erode the rural buffer between Burgess Hill and the SDNP. This is likely to be harmful to the special qualities and landscape character of the setting of the SDNP. Landscape evidence is required to inform site capacity, which responds to the character and sensitivities of the sites. Under ‘Landscape Considerations’ for these two policies, the requirement for Landscape and Visual Impact Assessment to inform capacity and mitigation in order to minimise impacts on wider countryside and any potential views from the SDNP to the south is recognised and welcomed. It is important to note that it is not just views, which are relevant when considering impacts on the SDNP. For example, setting, tranquillity and dark night skies are all important relevant landscape considerations which should be understood and negative impacts avoided.  
In May 2016 the SDNP became an International Dark Sky Reserve (IDSR). Lighting as part of development of these sites has the potential for significant effects on the dark skies of the Reserve, particularly as a result of increases in light spill/ambient lighting. We refer you to our Dark Skies Technical Advice Note, which includes guidance on how development can avoid, minimise and mitigate to protect dark night skies.

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/5	<b>Type:</b>	Object	

We are also concerned about the potential for increased traffic in and through the village of Ditchling, and other parts of the SDNP, and its impact on tranquillity.

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/8	<b>Type:</b>	Object	

SA12 – Land South of 96 Folders Lane, Burgess Hill  
This site forms part of a surviving post-medieval landscape and is within 200m of the SDNP, glimpsed from the Downland ridge in the SDNP. This site would form an extension to adjacent development, allowed on appeal, of 73 dwellings within the area shown as ‘Built Up Area Additions’ on the map on page 34 of the consultation document. Notwithstanding this development, concern is raised that the proposed allocation would erode the rural buffer between Burgess Hill and the SDNP. This concern was raised in response to a planning application for 43 dwellings on this site; the planning application (DM/19/0276) was submitted and then withdrawn earlier this year.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/23	<b>Type:</b> Neutral		
<p>SA 12 Land South of 96 Folders Lane, Burgess Hill</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Contribute to the improvements to the bus and rail interchange at Burgess Hill station</li> <li>• Provide new bus stopping facilities on Folders Lane adjacent to the site</li> <li>• Bus stop facilities to include bus shelters and passenger information such as RTI displays, electronic bus timetables and route information</li> <li>• Contribute towards enhancement of cycle parking provision at Burgess Hill station</li> <li>• Contribute towards improvements in cycling facilities to Burgess Hill station</li> </ul>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/50	<b>Type:</b> Neutral		
<p>The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/667/7	<b>Type:</b> Object		
<p>There are a significant number of problems with this site which make it unsustainable.</p> <p>There should not be any significant development until the impact of the existing major developments has been fully absorbed and understood. When looking at future housing sites it should be done in a more strategic manner, rather than looking at individual sites in isolation.</p>				

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/667/5	<b>Type:</b> Object		
<p>There is concern about the loss of an important green corridor and development of these sites would be in contravention of the Neighbourhood plan.</p> <p>The sites contravene District Plan policies DP7, DP12, DP13, DP18, DP20, DP21, DP26, DP37, DP38, and Neighbourhood Plan core objective 5, and policy H3.</p>				

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/667/3	<b>Type:</b>	Object			

SA 12 and 13

Of great concern to both the Council and residents is the amount of traffic congestion which will result from developing this area to the degree anticipated. The mini roundabout at the junction of Keymer Road and Junction road is already congested and previous developments of the area south of Folders Lane have identified roundabouts at Folders lane and Keymer road as at or near capacity. The traffic consultants have not considered this junction as part of their assessment on the impact of the proposals. The only mention of east Burgess Hill was their suggestion to convert Hoadleys Corner roundabout to a set of traffic lights, which would result in a reduced traffic flow and increased pollution.

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<b>1223</b>	<b>Cllr J Foster</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/1223/1	<b>Type:</b>	Object			

These sites sit in an area of Burgess Hill with poor transport access, particularly roads. It would appear that no recent onsite traffic study has been conducted; local residents know that these roads are already over maximum capacity; indeed in previous planning processes this has been highlighted.

Additionally, the SYSTRA transport study provides no clear mitigation, apart from suggesting unspecified Public Transport Interchange improvements; this isn't good enough, its clear there is no suitable mitigation on the B2113 or Folders lane, or Keymer Road, which would mitigate the through traffic; Those who are planning to take public transport (E.g. to London) will walk to Burgess Hill station, the remainder will use their cars, through these overloaded junctions.

SA15 - Land South of Southway

This site represents a rare area of non-built up land within the town bounds which provides an ideal wildlife habitat. This area of the town has a poor number of such spaces, and there are reports of a number of important protected species such as Nightingales. We should be looking to protect and enhance such spaces, but I do not feel that the proposed site allocation will achieve this in any practical way.

Further, the land is clearly designated in the neighbourhood plan as public green space; it makes some mockery of the process of deciding upon, and having a referendum for, a neighbourhood plan, if at the next juncture it can be immediately be reversed. A waste of money, and breaking the trust of residents.

It would also appear that there has been no in-context strategic review of the town, its needs and transport options in light of the significant recent development on Kingsway, and other areas, combined with the very large site of 3,000 homes proposed for the northern arc; there is no additional transport infrastructure proposed as far as can be determined which would mitigate the effect of these existing proposed developments with regards to their access to the town; for example residents of Kingsway wanting to visit the Tesco Superstore on the other side of the town. This means there will be a greater and greater loading upon the existing infrastructure in a non-sustainable fashion.

I therefore do not think that the proposed sites are in alignment with the plan objectives, nor represent sustainable development sites with the town. Instead I feel the terms of reference should be reviewed and altered to consider different sites, for example removal of the somewhat arbitrary 150m objection

678	Ms S Mamoany	Organisation:	Ditchling Parish Council	Behalf Of:		Town & Parish Council
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Reference:	Reg18/678/1	Type:	Object
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The sites contravene Core Objective 1 in the Burgess Hill Neighbourhood Plan - Promote sustainable and well-designed development in the right location taking into account the character and amenity of the local area. Preserve and enhance existing residential neighbourhoods. (2.19 Taking into account existing comments (1639 units), proposed sites emerging through Neighbourhood Plan policies (indicative 240 units) and the strategic development proposed in the emerging Mid Sussex District Plan (3500 units), a total of approximately 5379 units will be built within the town over the plan period. The objectively assessed housing needs of Burgess Hill (2378 units) will therefore be met and the Neighbourhood Plan does not formally allocate additional housing sites.) Sites SA12 and SA13 are not listed on the proposed sites in the Neighbourhood Plan and therefore do not form part of the housing needs.

The sites contravenes Policy CONS 7 of the Ditchling, Streat & Westmeston Neighbourhood Plan — Protect important gaps between settlements — proposals for new development in the gap separating Ditchling and Hassocks/Keymer and Burgess Hill, either individually or cumulatively, will only be supported where they conserve and where possible enhance the open landscape character of the gap, and do not reduce the physical gap between settlements. This will be informed by the South Downs Integrated Landscape Character Assessment and relevant local landscape character assessments.

678	Ms S Mamoany	Organisation:	Ditchling Parish Council	Behalf Of:		Town & Parish Council
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Reference:	Reg18/678/6	Type:	Object
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The development would cause further traffic implications into an already struggling road infrastructure system.

678	Ms S Mamoany	Organisation:	Ditchling Parish Council	Behalf Of:		Town & Parish Council
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Reference:	Reg18/678/4	Type:	Object
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Development on these sites would cause irreparable harm to the setting of the South Downs National Park, including destroying habitats for many protected wildlife species such as adders, bats, cuckoos, barn owls 1 great crested newts and slow worms.

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/5	<b>Type:</b>	Object			

Impact of Burgess Hill sites SA 12 to SA 17

With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.

\*\*\*note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,

Valebridge Road to Wivelsfield Station there are no transport links between HH and BH.

Contract needed with Metrobus reference sustainable transport between BH/HH.

Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD "HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem.

HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application.

Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.

<b>1190</b>	<b>P Richardson</b>	<b>Organisation:</b>	Connells Land and New Homes	<b>Behalf Of:</b>	Mr and Mrs Marsh Land Owners	Organisation
<b>Reference:</b>	Reg18/1190/1	<b>Type:</b>	Object			

Within the adopted District Plan policies, page 37 of the Plan the district listed the Settlement cat. and settlement names. The minimum housing requirement was detailed by settlement and shortfall in numbers was listed per settlement. The spread of unit numbers across the district was clearly defined. The current proposed Site Allocations list policies 12 to 34 has ignored obvious housing delivery sites in a number of the cat 2 and cat 3 settlements that were being promoted, in favour of several large sites in excess of 100 units. It is suggested that the Proposed Draft Allocations of large sites will likely fail to deliver the required numbers during the plan period. The previous northern arc allocation meant that Burgess Hill did not have a projected shortfall. The Proposed site allocations have suggested a further 600 units in Burgess Hill. It is unlikely that the number of units proposed will be built and completed within the plan period due to absorption rates for a town the size of Burgess Hill. in that respect the delivery numbers element of the plan will fail.

The Small sites draft allocation document has 6 sites in excess of 100 units and this brings into question the ability to deliver the unit numbers at the rate required to satisfy the plan numbers year on year. The proposed site numbers in the draft allocations document do not account fully for the Adopted Plan shortfall in numbers.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/19	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP13 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/17	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP13 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/18	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP13 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>336</b>	<b>Mr C Lake</b>	<b>Organisation:</b> Integrated Development	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/336/1	<b>Type:</b> Support		
The need for additional housing stock is undeniable in the the country in general and the SE of England in particular. My organisation supports this proposal.				

<b>342</b>	<b>Ms L Geddes</b>	<b>Organisation:</b> Paxos Animal Welfare Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/342/1	<b>Type:</b> Object		
It is important to preserve the green fields space on the edge of the South Downs National Park. This area of Sussex is already densely populated and further developments are NOT welcome. There has been no relevant traffic study carried out and the proposed site is a haven for many protected wildlife species. A development so close the SDNP would cause irreparable harm to the setting of the National Park so I strongly oppose the development in this area.				

<b>1163</b>	<b>Mrs A Green</b>	<b>Organisation:</b> South of folders Lane Action Group	<b>Behalf Of:</b> South of Folders Lane Action Group	<b>Organisation</b>
<b>Reference:</b>	Reg18/1163/1	<b>Type:</b> Object		
Please find attached the objection submission from the South of Folders Lane Action Group to the selection of Sites SA12 and SA13 (pages 34-37 of Site Allocations DPD) for development				

<b>615</b>		<b>Organisation:</b> South of Folders Lane Action Group (SOFLAG)	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/615/12	<b>Type:</b>		
Evidence of potential harm to SDNP				
The detrimental effect the development of these two sites would have on the SDNP is best and most potently described by the SDNP itself.				
A planning application 19/0276 (now withdrawn), was made earlier this year for 43 houses to be built on Site SA12. The SDNP submitted a strong representation (copied in full below) for refusal of that application. It is exactly the same proposal - 43 houses in the same field - that has now been put forward by MSDC as site SA12.				
This representation could not be clearer. The SDNP state unequivocally that development at Site SA12 would be harmful to the setting of the National Park and should be refused.				
While the above representation refers to Site SA12, the comments made are unquestionably directly relevant to the nearby Site SA13, and arguably even more so. This site, for 300 homes, is significantly nearer to the boundary of the National Park and is much more visible from it. Its development would be even more harmful to the setting of the National Park than Site SA12.				

<b>615</b>		<b>Organisation:</b> South of Folders Lane Action Group (SOFLAG)	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/615/14	<b>Type:</b>		
Development of Sites SA12 & SA13 would be harmful to the setting of the South Downs National Park in contravention of Policy DP19 of the MSDC District Plan. These sites should be removed from the list of sites proposed as suitable for development.				
The Haywards Heath Golf Club Site, ID 503, has no such detrimental effect on the SDNP.				



615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/16	Type:				
<p>The District Plan seeks to prevent coalescence and in Policy DP13 states that it will only permit development where “it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.” It is reasonable to conclude that the building of two housing estates, one with 300 homes, would have an urbanising effect. It would certainly result in coalescence as the gap would be more than halved. Development in these fields would be in contravention of Policy DP13 of the MSDC District Plan</p> <p>The strategic gaps identified in the District and Neighbourhood Plans form what is in effect Burgess Hill’s Green Belt. Protection of such land is identified in the NPPF under section 13, which states: “The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.” 18</p> <p>The NPPF states that the purposes of green belts include:</p> <ul style="list-style-type: none"><li>• to prevent neighbouring towns merging into one another;</li><li>• to assist in safeguarding the countryside from encroachment;19</li></ul> <p>Selection of Sites SA12 and SA13 would be in conflict with this part of the NPPF. In contrast, selection of Haywards Heath Golf Course, Site ID 503, would not affect the strategic gap.</p>						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/18	Type:				
<p>The infrastructure that caters for this area of South-East Burgess Hill (east of the railway and from the Kingsway estates to the south), is stretched to breaking point - in particular the schools and the doctor’s surgery. In the last 12 years an additional 600 homes have been built and are now occupied. Alarminglly however, there are a further 800+ houses currently under construction in this area that have yet to be occupied with no definite plans in place to build any schools or surgeries. In the proposals for Sites SA12 &amp; SA13 there is no mention of the provision of either of these vital services. Any suggestion that these facilities could be added later should not be given any credence as history clearly indicated that such things never happen. All the previous large sites proposed for development in Mid Sussex have always included the provision of surgeries and schools where these have been deemed necessary. The records show that if they are not included in the proposals, none are added subsequently, and unfortunately there have been instances where they were not built.</p>						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/9	Type:				

This section has outlined a number of individual factors that each preclude Sites SA12 & SA13 from ever being selected as suitable for development. The cumulative effect of all of these put together present an overwhelming case that this site is unsuitable for development from an ecological and environmental point of view.

It is not necessary to lose this natural resource. The man-made Haywards Heath Golf Club (Site ID 503) would provide enough houses to meet the required housing number. It would also meet some of the next round of required allocations. It is being actively promoted by its owners and is available to be developed by the end of this consultation process.

To allow development on sites SA12 & SA13 would contravene planning legislation and environmental protection laws, and cause a devastating and irreversible loss of habitat.

This area of countryside should be made a conservation area to protect the ecological balance of this precious Sussex landscape, leaving the site undisturbed and as it has been for centuries.

Sites SA12 & SA13 should be removed from the list of sites selected for future development.

Reference: Reg18/615/6

Type:

For example, while Site 557 was put forward, site 573 was not. This could be because, despite the proposed entrances to the sites being opposite each other on Keymer Road, and therefore equidistant from all facilities, and in fact most of site 557 being further away than the whole of 573, 2 out of 3 walking distances were assessed by MSDC rather differently. Putting together the information from the two site proformas clearly illustrates this error:

COMPARISON WITH HH GOLF CLUB

As mentioned in section 2.7 above, Sites SA12 and SA13 are not the most suitable, sustainable or deliverable options available to Mid Sussex District Council. It is difficult to see why they have been selected in preference to Haywards Heath Golf Club, Site ID 503.

If you put sites 557 and 738 together to create SA13, it is possible to make a direct comparison between the 3 sites, using the information given in the Site Selection Proformas. For clarity if the “score” in a category is the same the boxes are yellow, with “winners” green and “losers” red.

Category  
Golf Club ID 503  
SA13  
SA12  
AONB N/A N/A N/A  
Flood Risk None None None  
Ancient Woodland Partial None None  
SSSI/SNCI/LNR Mitigation None None  
Listed buildings None Yes None  
Conservation area None None None  
Archeology Moderate Moderate Moderate  
Landscape Medium Medium Medium  
Trees / TPO None Low / Medium Low / Medium  
HIGHWAYS  
NO RESULT  
NO RESULT  
NO RESULT  
Local road access Moderate Moderate Moderate  
Deliverability Developable Developable Developable  
Infrastructure Potential to improve Capacity Capacity  
Education Onsite < 10 mins 10 – 15 mins  
Health Onsite 10 – 15 mins > 20 mins  
Services < 10 mins 10 – 15 mins > 20 mins  
Public Transport Poor Good Good

Not only is the Golf Club (ID 503) the “winner” in more categories, but the critical “highways” category is left blank – when even SYSTRA with their flawed study suggest that the impact of developing Sites SA12 and SA13 will be severe.

Developing the man-made Haywards Heath Golf Club site ID 503 will also bring much greater and long-term benefits for Mid Sussex than destroying the valuable biodiversity of the historic field system south of Folders Lane.

In the words of MSDC's own assessment of the golf club:

"The site offers an opportunity to deliver sustainable growth at scale, potentially incorporating new services and facilities such as a new local centre, new school and additional healthcare facilities. Traffic and air quality modelling indicates that the site is unlikely to cause adverse effects on the road network... The SA finds that major positive effects are anticipated in relation to the social and economic SA objectives."9 [1]

The most positive thing to be said about Sites SA12 and SA13 on the other hand, is that there would be "an opportunity for development of the site to contribute towards improvements to the bus and rail interchange at Burgess Hill."10

There is no comparison. Sites SA12 and SA13 should be removed from the allocations and replaced with Haywards Heath Golf Club, Site ID 503.

The individual arguments as presented in this submission and summarised below against the selection of Sites SA12 & SA13 as suitable for development are all valid and compelling. When taken together, they present an overwhelming case for these sites being declared as unsuitable and unsustainable for development now and in the future. There are clearly other more suitable sites available, most notably Haywards Heath Golf Club (ID 503).

#### Summary of Conclusions

Sites SA12 & SA13 are unsuitable and unsustainable for development because:

- In all their many previous assessments MSDC have always come to the conclusion that the fields to the South of Folders Lane are unsuitable for development.
- In the one assessment of the sites by a Government appointed Inspector the sites were clearly stated as being unsuitable for development.
- Development of these sites would be in clear contravention of several policies in the adopted Mid Sussex District and Burgess Hill Neighbourhood Plans.
- The assessment process carried out by MSDC was inaccurate and flawed.
- There are other much more suitable sites available including the Haywards Heath Golf Course (ID 503).
- The overall ecological importance of the sites makes them unsuitable for development.
- The sites are known to contain many internationally protected species, including seven different varieties of bats, the habitats for which would be irreparably harmed.
- To allow development on sites SA12 & SA13 would contravene environmental protection laws, and cause a devastating and irreversible loss of habitat.
- The traffic study commissioned by MSDC to examine the sites selected by them is grossly flawed as it does not address the problem roundabout at the Junction between Folders Lane and Keymer Road

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/3	Type:				

Conflict with Mid Sussex District Plan

To select these sites for development would contravene policies DP12, DP13, DP36 and DP37 of the District Plan. Policies 37 (trees, woodland and hedgerows) and 38 (biodiversity) concern the ecology of the sites and are dealt with in Section 3.

Policy DP6 At page 38 it is stated: “Some settlements (Burgess Hill, Hassocks, Hurstpierpoint, Ashurst Wood, Handcross, Pease Pottage, Scaynes Hill, Ansty, Staplefield, Slaugham and Warninglid) have already identified sufficient commitments / completions to meet their minimum housing requirement for the full plan period and will not be expected to identify further sites within their Neighbourhood Plans.”

Policy DP12 concerns protection and enhancement of the countryside and states: “The primary objective of the District Plan with respect to the countryside is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there.”

This precious area of countryside to the south of Burgess Hill, explicitly identified for protection in the Burgess Hill Neighbourhood plan, does not need to be developed. There is sufficient already developed land available to accommodate the housing requirement – Haywards Heath Golf Club.

Policy DP13 concerns coalescence and states: “Provided it is not in conflict with Policy DP12: Protection and Enhancement of the Countryside, development will be permitted if it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.”

With the strategic allocation for 500 homes at Clayton Mills already eating in to the gap between Burgess Hill and the villages to the south, development at Site SA13 would lead to unacceptable coalescence (and is in any case in conflict with Policy DP12).

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/10	Type:				
<p>Sites SA12 and SA13 are unsuitable for inclusion in the Draft Site Allocations DPD as to develop them would lead to further and unacceptable traffic gridlock in the Folders Lane and Keymer Road area. This in turn will cause dangerous (and possibly unlawful) increases in pollution and have a serious affect on the amenity of existing and proposed residents of this area and beyond. There would also be a significant economic loss caused by the increased traffic congestion.</p> <p>This means that these sites are unsustainable under the terms of the NPPF and should be removed from the list of sites proposed as suitable for development.</p> <p>The SYSTRA traffic study commissioned by MSDC and being used to justify the sites’ inclusion contains significant errors, ignores the junction that is of greatest relevance and importance to these sites and makes totally unsustainable assumptions. The study is, unquestionably, seriously flawed.</p> <p>Unfortunately, in the limited time allowed for this consultation by MSDC, it has not been possible to produce SOFLAG’s own independent traffic assessment to counter the self-serving report from SYSTRA. However it is our intention to have such a report prepared if necessary for the second round of consultation and the Government Inspector’s review. We believe this report will fully rebut the unbelievable conclusions in the SYSTRA report that the “severe” problems at Hoadleys Roundabout will be solved by removing the roundabout and replacing it with a set of traffic lights.</p> <p>SYSTRA Study / Mitigation</p> <p>It is hard to understand how the mitigation proposed by the SYSTRA study for Hoadleys Corner, and discussed in all previous studies for the Folders Lane / Keymer Road Junction (which the SYSTRA study views as no longer a relevant junction), will solve the “severe” congestion SYSTRA describe.</p> <p>The proposed mitigation is to change a roundabout to traffic signals. This contradicts the evidence of many academic studies across the world demonstrating that roundabouts consistently outperform traffic signals at multi-arm junctions in terms of both pollution control and travel times.</p> <p>Examples include: “at a roundabout replacing a signalised junction, CO emissions decreased by 29%, NOx emissions by 21% and fuel consumption by 28%.”<sup>16</sup></p> <p>“... replacing the traffic signal with the roundabout has produced a significant improvement in terms of traffic operational performance (20% reduction of total travel time)... The main finding of the study is that the roundabout generally outperformed the fixed-time traffic signal in terms of vehicle emissions”<sup>17</sup></p> <p>As these examples show, much of the research has been done on the benefits of replacing signal controlled junctions with roundabouts, so it is concerning to see MSDC apparently moving in the opposite direction, thereby risking significant increases in delays and harmful pollution.</p>						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/1	Type:				
<p>MSDC have always previously assessed the fields to the South of Folders Lane as unsuitable for development. While there is now a need for more sites to come forward, other proposed sites elsewhere in the District are more suitable, and greenfield Sites SA12 and SA13 should remain protected from urbanisation, as an important part of the Strategic Gap between Burgess Hill and the villages to the south.</p>						

396	Ms S Crowther	Organisation:	The Ditchling Society	Behalf Of:		Organisation
Reference:	Reg18/396/1	Type:	Object			

I write on behalf of The Ditchling Society to object to site allocations SA12 and SA13 to the south of Folders Lane.

Density of Development

Together these two sites will contribute 343 new houses to an already densely populated town, on green field sites on the borders of the Mid-Sussex District and abutting Ditchling Parish and the South Downs National Park. There is already a development site approved to the immediate west of SA12 and north of Ridgeview which, with SA13, will leave only one green field undeveloped along the whole south/north District border. This density of development is unacceptable in this sensitive location and has the potential to do irreparable harm to natural diversity and the wider landscape.

Highways and Access

The Plan states that “A Sustainable transport strategy will be required identifying how the development will integrate with the existing network, providing safe and convenient routes for walking, cycling and public transport through the development and linking with existing networks.”

What assessment will be undertaken to assess the impact not only on the east-west routes but also on the north-south route between Haywards Heath and, in particular, Ditchling village on the B2112? Over many years this road has become dangerously busy and the volume, speed and pollution in an area of natural importance and through the conservation village of Ditchling is a cause for deep concern.

Housing assessments in 2007, 2013 and 2016 all pointed to the same problem as regards South of Folders Lane saying each time: “There are potential significant transport impacts on the road network as a result of developing this site. It is currently assumed that this will severely limit the ability of this site to be delivered unless detailed transport assessment evidence suggests otherwise.” (source Site Selections Consultation – Frequently Asked Questions)

Relevant study of the impact of these proposed developments on the existing network of local ‘B’ roads must be undertaken before recommending these sites, and the findings published publicly so that the communities on whom the impact falls are given the opportunity to respond.

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/8	<b>Type:</b> Object		
Finally, whilst the priority for sites higher in the settlement hierarchy is acknowledged, this is site is very remote from the services offered by Burgess Hill. This is highlighted with the sustainability appraisal for the site which states that it is more than a 20 minute walk from the site to schools, GP and shops.				
<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/5	<b>Type:</b> Object		
Appendix B sets out that this site has moderate landscape sensitivity and moderate landscape value. This site could be visible from the South Downs National Park. The SA states that an LVIA is required to determine any impact on the national park. Given the weight that the NPPF requires to be placed on the protection of the national park, any impact must be measured prior to allocation. If it is deemed that mitigation would not minimise the harm caused, then the proposed allocation must fall away.				
<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/6	<b>Type:</b> Object		
Appendix B sets out that this site has moderate landscape sensitivity and moderate landscape value. This site could be visible from the South Downs National Park. The SA states that an LVIA is required to determine any impact on the national park. Given the weight that the NPPF requires to be placed on the protection of the national park, any impact must be measured prior to allocation. If it is deemed that mitigation would not minimise the harm caused, then the proposed allocation must fall away.				
<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/7	<b>Type:</b> Object		
Appendix B also sets out that a TPO area lines the norther border and potential access route. It should be noted that an application was submitted in 2019 for the erection of 43 dwellings and associated works (DM/19/0276) but was withdrawn in September 2019 due to concerns over highways. The deliverability of this site is therefore not considered to be in accordance with the guidance set out in the framework.				



<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>		Reg18/723/7		<b>Type:</b>		Object
<p>Finally, whilst the priority for sites higher in the settlement hierarchy is acknowledged, this is site is very remote from the services offered by Burgess Hill. This is highlighted with the sustainability appraisal for the site which states that it is more than a 20 minute walk from the site to schools, GP and shops.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>		Reg18/723/6		<b>Type:</b>		Object
<p>Appendix B also sets out that a TPO area lines the norther border and potential access route. It should be noted that an application was submitted in 2019 for the erection of 43 dwellings and associated works (DM/19/0276) but was withdrawn in September 2019 due to concerns over highways. The deliverability of this site is therefore not considered to be in accordance with the guidance set out in the framework.</p>						

1184	Mr B Dempsey	Organisation:		Behalf Of:		District Councillor
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Reference:	Reg18/1184/1	Type:	Object
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I write as District Councillor for Hassocks to object to Sites SA12 and SA13 of the Site Allocation DPD (Land South of 96 Folders Lane, Burgess Hill, and Land East of Keymer Road and South of Folders Lane, Burgess Hill).

This objection is on the grounds that more than 300 dwellings on these sites will have an unacceptable negative impact on traffic flow and safety in both Burgess Hill and Hassocks.

There is already significant traffic pressure on the small roundabout at the junction between Keymer Road and Folders lane. This would be greatly exacerbated.

It is proposed that site SA13 would be accessed from Keymer Road/Ockley Lane. The development would therefore add significantly to traffic on Ockley Lane, particularly heading south towards Hassocks, the A23 and Brighton.

The most direct route from site SA13 to the A23 and Brighton is south down Ockley Lane, to Lodge Lane, New Road, and the A273. This route includes roads and junctions that are unsuitable for this increased volume of traffic. No adequate traffic survey has been conducted to assess the risks that this presents.

Ockley Lane and Lodge Lane are rural and semi-rural, width-restricted roads. The Ockley Lane/Keymer Road junction and the Lodge Lane/New Road junction in Keymer, as well as the New Road/A273 junction in Clayton, all have pre-existing safety concerns.

The proposal for 300 houses at SA13 is particularly unsuitable because the District Plan already allocates an additional 500 houses off Ockley Lane, north of Clayton Mills in Hassocks, less than a mile south of site SA13. The likely development of the Clayton Mills site will already add significantly to traffic on Ockley Lane and nearby roads.

The proposed sites will overload the local road network and present a significant risk for traffic safety. On this basis I do not believe they should be considered for development.

581	Mr G Bennett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/581/1	Type:	Support
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You can walk to the station from this site  
I support it wholeheartedly

1270	Mr & Mrs C Gowlett	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1270/1	Type:	Object			
<p>We live in Shearing Drive Burgess Hill. Folders Lane and the Keymer Road are already extremely busy with traffic and additional housing will just produce more</p> <p>We are objecting to site allocations SA12 and SA13 (pages 34 - 37), the fields south of Folders Lane, because there is a better, more suitable and more sustainable site available at Hayward's Heath Heath Golf Course, the site known as ID 503.</p> <p>The site ID503 is available and the owners of the land would like to make it available for housing</p> <p>The developer promoting the site is ready to start</p> <p>The current users of the site, the Golf Club, want to move.</p> <p>The site will provide more housing than MSDC are currently proposing, creating a larger "buffer" which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.</p> <p>The developers are planning on site infrastructure,including a school and doctor's surgery,in their proposals for site ID 503. These are not included in the proposals for sites SA 12 and SA 13, despite these being desperately needed</p>						

509	Mr C Lake	Organisation:		Behalf Of:		Resident
Reference:	Reg18/509/1	Type:	Support			
<p>I am writing to SUPPORT the site allocations SA12 and SA13 (pages 34-37) in the fields South of Folders Lane, Burgess Hill. Our region needs more housing, and our town offers the potential to support this growth.</p> <p>I would meanwhile like to see a step up in the development of the town centre and ancillary services to support the expansion in population.</p>						

691	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Persimmon - South Folders Lane	Promoter
Reference:	Reg18/691/6	Type:	Support			
<p>Although it is acknowledged that there would be an increase in traffic as a result of the development, initial work has indicated that there is sufficient capacity in the highway network and at relevant nearby junctions to ensure the scheme will have an appropriate impact on the surrounding highways. It is recognised that traffic movements are often an issue of concern to residents in the vicinity of a new housing scheme and that SA13 is no different in this respect. Our client will work alongside the highway authority to ensure such concerns are taken account of in subsequent detailed designs for on and off site proposed works.</p>						

691	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Persimmon - South Folders Lane	Promoter
Reference:	Reg18/691/5	Type:	Support			
<p>The site will have two vehicular access points, both via Keymer Road to the west. Any forthcoming planning application will be accompanied by a full Transport Assessment which will demonstrate the acceptability of these access points in terms of capacity and visibility to ensure that there would not be an adverse impact on highway safety as a result.</p>						

691	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Persimmon - South Folders Lane	Promoter
Reference:	Reg18/691/7	Type:	Support			
<p>The site is not located within an area identified by the Environment Agency as being at risk of surface water flooding. The existing watercourse and pond are shown on the masterplan and will be integrated into the soft landscaped areas along with SuDS basins. The development will therefore ensure that measures will be incorporated to ensure that the risk of flooding would not be increased as a result of the proposals. Whilst it is noted that Policy SA13 states that development should avoid areas at high risk of surface water flooding to the north west, there do not appear to be any areas at risk of surface water flooding within the site, and the built development would avoid the existing watercourse. The development would be delivered in compliance with Policy SA13 in terms of minimising flood risk.</p>						

Policy SA13 covers the whole of the site, and as acknowledged by the Policy it is under the control of housebuilders, however separate parts of the site are owned by separate housebuilders and a landowner who are working collaboratively to deliver the site. As the policy covers the site as a whole, this representation will cover the site as a whole where possible however there are instances where it has been necessary to focus on the extent of our client’s control only.

As demonstrated by the Masterplan, the development would be landscape-led with substantial amounts of soft landscaping ensuring that the development would be sympathetic to the semi-rural character of the surrounding area in particular Folders Lane. The layout will ensure that existing landscape features and established trees can be integrated into the development with the main area of open space central to the development and providing a focus as required by Policy SA13. The trees and landscaping will be integrated into the development as a whole, providing visual separation between residential areas and creating a sense of place through an attractive setting and high-quality design. In addition to providing an appropriate development within the site for future users, the retention and strengthening of established landscape features will help ensure the scheme sits comfortably within its surroundings.

The Masterplan demonstrates that the layout will minimise the impact of the most visible parts of the site on the wider countryside to the east and the south through retaining and reinforcing the tree cover on these boundaries. This will also serve to protect the character and amenity of the public footpath to the south.

The Masterplan demonstrates that large areas of public open space would be provided within any eventual scheme that would include children’s play areas and could include space for formal sport.

691	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Persimmon - South Folders Lane	Promoter
Reference:	Reg18/691/4	Type:	Support			
<p>A full suite of detailed ecological surveys are being carried out and appropriate mitigation measures will be provided. The existing features will be an integral part of the design process and all boundaries will be incorporated within the development, so any suitable habitat will be safeguarded. We can confirm the applicant's agreement and commitment to ensuring that there is a net gain in biodiversity as a result of the development.</p>						

691	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Persimmon - South Folders Lane	Promoter
Reference:	Reg18/691/3	Type:	Support			
<p>Policy SA13 of the draft Allocations DPD therefore correctly notes that there are Grade II Listed Buildings in the vicinity of the site, the closest being High Chimneys which is located to the west. As such the representation is accompanied by a Significance Assessment prepared by Pegasus Group.</p> <p>As set out above the site is well contained by existing housing including High Chimneys, and boundary trees and hedgerows that would be retained. However, it is acknowledged that the land to the east of High Chimneys reflects the historic setting of the Listed Building, and although views of this land are now limited due to the presence of mature trees, it contributes to its setting by virtue of it being evidence of the Listed Building's once rural surroundings.</p> <p>As set out on the Masterplan, dense tree cover would be provided and maintained on the boundary with High Chimneys. This will ensure that the development would not be visually dominant when viewed from that site, to ensure that it would not result in an adverse impact on its setting.</p>						

<b>691</b>	<b>Mr M Ruddock</b>	<b>Organisation:</b> Pegasus Group	<b>Behalf Of:</b> Persimmon - South Folders Lane	<b>Promoter</b>
<b>Reference:</b> Reg18/691/1		<b>Type:</b> Support		

The representation is accompanied by a Landscape Statement from CSA Environmental dated May 2019 which is included as an appendix. The statement sets out that the site is very well contained in views from the surrounding area by virtue of the adjoining built development that borders the site from the north, south and west, and by dense treed boundaries that border the site to the east. As such the development would not be apparent from the surrounding public highways, or from the farmland within the South Downs National Park to the south.

The site is not covered by any designations relating to landscape character and quality, and due to its physical containment, it does not provide an important setting for the adjacent housing areas and is not an important component for the setting of the South Downs National Park. As has been noted in the published capacity assessments it does not provide separation between Burgess Hill and the nearby settlements to the south. As such it is not considered a valued landscape which are offered protection by Paragraph 170 of the NPPF.

The Landscape Statement has identified a number of principles which should be taken into consideration in respect of landscape capacity and mitigation, for example locating housing within internal field boundaries in order to maintain the existing landscape structure and small field pattern, and minimising impact on neighbouring properties. It is concluded that the site has a medium / medium to high capacity to accommodate a medium density development which respects and retains the established landscape structure and thereby follows such principles.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/668/2		<b>Type:</b> Object		

Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.

This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)

<b>13</b>	<b>Mr P Santos</b>	<b>Organisation:</b> South East Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/13/2	<b>Type:</b> Neutral		
<p>Regarding the site allocations facilitated on Appendix 1 MSDC Site Allocations DPD (Consultation Draft October 2019) site specific policy requirements for proposed site allocations relating to utilities South East Water thinks that there are some areas to look at such as:</p> <p>SA13 - 300 C1 KM reinforcement - Keymer Road</p>				

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<b>620</b>	<b>Ms C Mayall</b>	<b>Organisation:</b> Southern Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/620/1	<b>Type:</b> Neutral		
<p>The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure. Proposals for 300 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation. Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019). In consideration of the above, we recommend the following criterion is added to Utilities under Policy SA13 Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.</p>				

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<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/13	<b>Type:</b> Object		
<p>Whilst we object to this allocation, if MSDC are minded to retain it, the requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy:          'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design.          Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>				



<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/14	<b>Type:</b>	Object	
<p>As with SA12, SWT objects to the allocation of this greenfield site. It is not justified by MSDC's own evidence base and does not represent sustainable development. Again the biodiversity impacts for this site are listed as unknown as no site specific ecological information has been provided. However, the site appears to contain rough grassland, hedgerows and trees and is clearly connected to a wider network of linear habitats and ponds with potential for priority species.</p>				

<b>716</b>	<b>Mr R King</b>	<b>Organisation:</b> Lewes and Eastbourne BC	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/716/2	<b>Type:</b>	Object	
<p>However, in relation to Policies SA12, SA13 and SA21, the District Council wishes to have the confidence that the transport impacts arising from the proposed housing growth can be satisfactorily accommodated by the highway network within Lewes District. In particular, the timing, funding and feasibility of any necessary mitigation measures need to be fully understood before we are convinced that Policies SA12, SA13 and SA21 are sound. Our expectation is that Mid Sussex District Council will work in close partnership with East Sussex County Council, as the local highway authority for Lewes District, in this respect.</p>				

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/11	<b>Type:</b>	Object	
<p>As set out in the 'Urban Design Principles', the draft allocation proposes a central open space. Notwithstanding any in-principle concerns we may have, if the allocation is progressed, it is suggested that it may be appropriate to move the open space to the southern part of the site in order to acknowledge its greater sensitivity, to better respect settlement form, and to add a landscape/ecological buffer between the development and the SDNP.</p>				

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/10	<b>Type:</b>	Object	

SA13 – Land East of Keymer Road and South of Folders Lane, Burgess Hill

This site is a proposed extension to Burgess Hill of 300 dwellings and it is located approximately 100 metres from the SDNP at the nearest point, with glimpsed views from/to the high ground of the Downland ridge approximately 4.3km to the south. Concern is raised that the proposed allocation would erode the rural buffer between Burgess Hill and the SDNP, which is likely to be harmful to the special qualities and landscape character of the setting of the SDNP. This is a highly sensitive site likely to have high ecological value and whose character is shared with land in the SDNP. The site contributes to the setting of the National Park. We advise that evidence is necessary to inform the capacity of the site which would reflect its role as part of the setting and the sensitivities of the site.

This site is part of a larger landscape whose character experienced today survives from the medieval period. This historic character is shared with parts of the SDNP and this coherence in historic character suggests the site contributes positively to the setting of the SDNP. This coherence historically and across a wider area makes this site highly sensitive to change. The long history of these assart fields makes them much more likely to be ecologically rich. The multiple hedgerows, trees including large mature trees, geology/landform and relatively undisturbed nature of the site all means that it is likely to have high ecological value. Given the proximity, any ecological value will have cross boundary importance for the SDNP, and this biodiversity impact is of particular concern. Water quality and quantity have the potential to be negatively affected here and we note that watercourses from the site, noted running through the southern part of the site, although initially heading north, eventually drain into rivers passing through the SDNP, for example the River Adur. We note that the southern part of the site is the most sensitive as it is here that the surviving landscape is the oldest, and aerial photography indicates high ecological sensitivity too.

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/6	<b>Type:</b>	Object	

We are also concerned about the potential for increased traffic in and through the village of Ditchling, and other parts of the SDNP, and its impact on tranquillity.

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/4	<b>Type:</b>	Neutral	

Overarching comments on SA12 (Land South of 96 Folders Lane, Burgess Hill) and SA13 (Land East of Keymer Road and South of Folders Lane, Burgess Hill)

The objective for development for these sites to be informed by a landscape-led masterplan which respects the setting of the SDNP is noted and recognised. However, below we raise some concerns regarding achieving this element of the objective.

Concern is raised that the proposed allocations would erode the rural buffer between Burgess Hill and the SDNP. This is likely to be harmful to the special qualities and landscape character of the setting of the SDNP. Landscape evidence is required to inform site capacity, which responds to the character and sensitivities of the sites. Under ‘Landscape Considerations’ for these two policies, the requirement for Landscape and Visual Impact Assessment to inform capacity and mitigation in order to minimise impacts on wider countryside and any potential views from the SDNP to the south is recognised and welcomed. It is important to note that it is not just views, which are relevant when considering impacts on the SDNP. For example, setting, tranquillity and dark night skies are all important relevant landscape considerations which should be understood and negative impacts avoided.

In May 2016 the SDNP became an International Dark Sky Reserve (IDSR). Lighting as part of development of these sites has the potential for significant effects on the dark skies of the Reserve, particularly as a result of increases in light spill/ambient lighting. We refer you to our Dark Skies Technical Advice Note, which includes guidance on how development can avoid, minimise and mitigate to protect dark night skies.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/51	<b>Type:</b> Neutral		

The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/24	<b>Type:</b> Neutral		

SA 13 Land East of Keymer Road and South of Folders Lane, Burgess Hill.

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Contribute to the improvements to the bus and rail interchange at Burgess Hill station
- Provide new bus stopping facilities on the Keymer Road south of Keymer Gardens
- Provide enhanced bus stop facilities including bus shelters and passenger information improvements on Folders Lane
- Contribute towards enhancement of cycle parking provision at Burgess Hill station
- Contribute towards improvements in cycling facilities to Burgess Hill station

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/667/6	<b>Type:</b> Object		

There is concern about the loss of an important green corridor and development of these sites would be in contravention of the Neighbourhood plan.

The sites contravene District Plan policies DP7, DP12, DP13, DP18, DP20, DP21, DP26, DP37, DP38, and Neighbourhood Plan core objective 5, and policy H3.

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/667/8	<b>Type:</b> Object		

There are a significant number of problems with this site which make it unsustainable.

There should not be any significant development until the impact of the existing major developments has been fully absorbed and understood. When looking at future housing sites it should be done in a more strategic manner, rather than looking at individual sites in isolation.

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/667/4	<b>Type:</b>	Object			

SA 12 and 13

Of great concern to both the Council and residents is the amount of traffic congestion which will result from developing this area to the degree anticipated. The mini roundabout at the junction of Keymer Road and Junction road is already congested and previous developments of the area south of Folders Lane have identified roundabouts at Folders lane and Keymer road as at or near capacity. The traffic consultants have not considered this junction as part of their assessment on the impact of the proposals. The only mention of east Burgess Hill was their suggestion to convert Hoadleys Corner roundabout to a set of traffic lights, which would result in a reduced traffic flow and increased pollution.

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/667/9	<b>Type:</b>	Object			

This site allocation would contradict the Town Council’s Environmental Charter, and any significant loss of trees would impact the aim to be carbon neutral by 2050. It was noted that we were now in a climate emergency.

<b>1223</b>	<b>Cllr J Foster</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b> Reg18/1223/2	<b>Type:</b> Object
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Dear Mid Sussex Planning,

I would like to make the following comments regarding the site allocations:

SA12 and SA13 (Land South of Folders Lane, Burgess Hill)

These sites sit in an area of Burgess Hill with poor transport access, particularly roads. It would appear that no recent onsite traffic study has been conducted; local residents know that these roads are already over maximum capacity; indeed in previous planning processes this has been highlighted.

Additionally, the SYSTRA transport study provides no clear mitigation, apart from suggesting unspecified Public Transport Interchange improvements; this isn't good enough, its clear there is no suitable mitigation on the B2113 or Folders lane, or Keymer Road, which would mitigate the through traffic; Those who are planning to take public transport (E.g. to London) will walk to Burgess Hill station, the remainder will use their cars, through these overloaded junctions.

SA15 - Land South of Southway

This site represents a rare area of non-built up land within the town bounds which provides an ideal wildlife habitat. This area of the town has a poor number of such spaces, and there are reports of a number of important protected species such as Nightingales. We should be looking to protect and enhance such spaces, but I do not feel that the proposed site allocation will achieve this in any practical way.

Further, the land is clearly designated in the neighbourhood plan as public green space; it makes some mockery of the process of deciding upon, and having a referendum for, a neighbourhood plan, if at the next juncture it can be immediately be reversed. A waste of money, and breaking the trust of residents.

It would also appear that there has been no in-context strategic review of the town, its needs and transport options in light of the significant recent development on Kingsway, and other areas, combined with the very large site of 3,000 homes proposed for the northern arc; there is no additional transport infrastructure proposed as far as can be determined which would mitigate the effect of these existing proposed developments with regards to their access to the town; for example residents of Kingsway wanting to visit the Tesco Superstore on the other side of the town. This means there will be a greater and greater loading upon the existing infrastructure in a non-sustainable fashion.

I therefore do not think that the proposed sites are in alignment with the plan objectives, nor represent sustainable development sites with the town. Instead I feel the terms of reference should be reviewed and altered to consider different sites, for example removal of the somewhat arbitrary 150m objection

Thanks for your attention to these concerns.

<b>678</b>	<b>Ms S Mamoany</b>	<b>Organisation:</b> Ditchling Parish Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b> Reg18/678/7	<b>Type:</b> Object
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The development would cause further traffic implications into an already struggling road infrastructure system.

<b>678</b>	<b>Ms S Mamoany</b>	<b>Organisation:</b> Ditchling Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/678/3	<b>Type:</b>	Object	

Site SA13 is on the boundary of Lewes District Council, South Downs National Park and Ditchling Parish and therefore Mid Sussex District Council should have consulted them directly before this site was added to the DPD.

<b>678</b>	<b>Ms S Mamoany</b>	<b>Organisation:</b> Ditchling Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/678/5	<b>Type:</b>	Object	

Development on these sites would cause irreparable harm to the setting of the South Downs National Park, including destroying habitats for many protected wildlife species such as adders, bats, cuckoos, barn owls 1 great crested newts and slow worms.

<b>678</b>	<b>Ms S Mamoany</b>	<b>Organisation:</b> Ditchling Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/678/2	<b>Type:</b>	Object	

The sites contravene Core Objective 1 in the Burgess Hill Neighbourhood Plan - Promote sustainable and well-designed development in the right location taking into account the character and amenity of the local area. Preserve and enhance existing residential neighbourhoods. (2.19 Taking into account existing comments (1639 units), proposed sites emerging through Neighbourhood Plan policies (indicative 240 units) and the strategic development proposed in the emerging Mid Sussex District Plan (3500 units), a total of approximately 5379 units will be built within the town over the plan period. The objectively assessed housing needs of Burgess Hill (2378 units) will therefore be met and the Neighbourhood Plan does not formally allocate additional housing sites.) Sites SA12 and SA13 are not listed on the proposed sites in the Neighbourhood Plan and therefore do not form part of the housing needs.

The sites contravenes Policy CONS 7 of the Ditchling, Streat & Westmeston Neighbourhood Plan — Protect important gaps between settlements — proposals for new development in the gap separating Ditchling and Hassocks/Keymer and Burgess Hill, either individually or cumulatively, will only be supported where they conserve and where possible enhance the open landscape character of the gap, and do not reduce the physical gap between settlements. This will be informed by the South Downs Integrated Landscape Character Assessment and relevant local landscape character assessments.

<b>600</b>	<b>Ms T Ford</b>	<b>Organisation:</b> Hassocks Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/600/2	<b>Type:</b>	Object	

HPC has significant concerns over SA13, Land South of Folders Lane and East of Keymer Road, Burgess Hill which proposes 300 dwellings all of which will be accessed via Ockley Lane. There has been no traffic study to assess the impact of this development on the traffic flow on Ockley Lane, Lodge Lane, Brighton Road and the associated junctions. Based on extensive local knowledge of the area, it is considered that the traffic generated by a further 300 dwellings on Ockley Lane, in addition to the 500 dwellings already planned on the site North of Clayton Mills, will result in the aforementioned road networks and junctions being heavily overloaded. Noting in particular that Ockley Lane and Lodge Lane already have width restrictions in place and are semi-rural roads. Furthermore the junctions between Lodge Lane/Brighton Road and Brighton Road/A273 are notoriously hazardous and a significant increase in traffic will only serve to exacerbate this.

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/6	<b>Type:</b>	Object			

Impact of Burgess Hill sites SA 12 to SA 17

With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.

\*\*\*note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,

Valebridge Road to Wivelsfield Station there are no transport links between HH and BH.

Contract needed with Metrobus reference sustainable transport between BH/HH.

Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD "HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem.

HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application.

Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.

<b>1190</b>	<b>P Richardson</b>	<b>Organisation:</b>	Connells Land and New Homes	<b>Behalf Of:</b>	Mr and Mrs Marsh Land Owners	Organisation
<b>Reference:</b>	Reg18/1190/2	<b>Type:</b>	Object			

Within the adopted District Plan policies, page 37 of the Plan the district listed the Settlement cat. and settlement names. The minimum housing requirement was detailed by settlement and shortfall in numbers was listed per settlement. The spread of unit numbers across the district was clearly defined. The current proposed Site Allocations list policies 12 to 34 has ignored obvious housing delivery sites in a number of the cat 2 and cat 3 settlements that were being promoted, in favour of several large sites in excess of 100 units. It is suggested that the Proposed Draft Allocations of large sites will likely fail to deliver the required numbers during the plan period. The previous northern arc allocation meant that Burgess Hill did not have a projected shortfall. The Proposed site allocations have suggested a further 600 units in Burgess Hill. It is unlikely that the number of units proposed will be built and completed within the plan period due to absorption rates for a town the size of Burgess Hill. in that respect the delivery numbers element of the plan will fail.

The Small sites draft allocation document has 6 sites in excess of 100 units and this brings into question the ability to deliver the unit numbers at the rate required to satisfy the plan numbers year on year. The proposed site numbers in the draft allocations document do not account fully for the Adopted Plan shortfall in numbers.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/21	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP12 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/22	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP12 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/20	<b>Type:</b> Object		
Our concerns re allocation of this site and the SP12 site are as to their potential impact on the setting of the South Downs National Park, loss of high quality biodiverse countryside that currently represents a clear boundary edge to Burgess Hill's southern flank, and the cumulative potential for severe local traffic congestion.				

<b>336</b>	<b>Mr C Lake</b>	<b>Organisation:</b> Integrated Development	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/336/2	<b>Type:</b> Support		
The need for additional housing stock is undeniable in the the country in general and the SE of England in particular. My organisation supports this proposal.				

<b>1163</b>	<b>Mrs A Green</b>	<b>Organisation:</b> South of folders Lane Action Group	<b>Behalf Of:</b> South of Folders Lane Action Group	<b>Organisation</b>
<b>Reference:</b>	Reg18/1163/2	<b>Type:</b> Object		
Please find attached the objection submission from the South of Folders Lane Action Group to the selection of Sites SA12 and SA13 (pages 34-37 of Site Allocations DPD) for development				



Reference: Reg18/615/7

Type:

For example, while Site 557 was put forward, site 573 was not. This could be because, despite the proposed entrances to the sites being opposite each other on Keymer Road, and therefore equidistant from all facilities, and in fact most of site 557 being further away than the whole of 573, 2 out of 3 walking distances were assessed by MSDC rather differently. Putting together the information from the two site proformas clearly illustrates this error:

COMPARISON WITH HH GOLF CLUB

As mentioned in section 2.7 above, Sites SA12 and SA13 are not the most suitable, sustainable or deliverable options available to Mid Sussex District Council. It is difficult to see why they have been selected in preference to Haywards Heath Golf Club, Site ID 503.

If you put sites 557 and 738 together to create SA13, it is possible to make a direct comparison between the 3 sites, using the information given in the Site Selection Proformas. For clarity if the “score” in a category is the same the boxes are yellow, with “winners” green and “losers” red.

Category			
Golf Club ID 503			
SA13			
SA12			
AONB N/A N/A N/A			
Flood Risk None None None			
Ancient Woodland Partial None None			
SSSI/SNCI/LNR Mitigation None None			
Listed buildings None Yes None			
Conservation area None None None			
Archeology Moderate Moderate Moderate			
Landscape Medium Medium Medium			
Trees / TPO None Low / Medium Low / Medium			
HIGHWAYS			
NO RESULT			
NO RESULT			
NO RESULT			
Local road access Moderate Moderate Moderate			
Deliverability Developable Developable Developable			
Infrastructure Potential to improve Capacity Capacity			
Education Onsite < 10 mins 10 – 15 mins			
Health Onsite 10 – 15 mins > 20 mins			
Services < 10 mins 10 – 15 mins > 20 mins			
Public Transport Poor Good Good			

Not only is the Golf Club (ID 503) the “winner” in more categories, but the critical “highways” category is left blank – when even SYSTRA with their flawed study suggest that the impact of developing Sites SA12 and SA13 will be severe.

Developing the man-made Haywards Heath Golf Club site ID 503 will also bring much greater and long-term benefits for Mid Sussex than destroying the valuable biodiversity of the historic field system south of Folders Lane.

In the words of MSDC's own assessment of the golf club:

"The site offers an opportunity to deliver sustainable growth at scale, potentially incorporating new services and facilities such as a new local centre, new school and additional healthcare facilities. Traffic and air quality modelling indicates that the site is unlikely to cause adverse effects on the road network... The SA finds that major positive effects are anticipated in relation to the social and economic SA objectives."9 [1]

The most positive thing to be said about Sites SA12 and SA13 on the other hand, is that there would be "an opportunity for development of the site to contribute towards improvements to the bus and rail interchange at Burgess Hill."10

There is no comparison. Sites SA12 and SA13 should be removed from the allocations and replaced with Haywards Heath Golf Club, Site ID 503.

The individual arguments as presented in this submission and summarised below against the selection of Sites SA12 & SA13 as suitable for development are all valid and compelling. When taken together, they present an overwhelming case for these sites being declared as unsuitable and unsustainable for development now and in the future. There are clearly other more suitable sites available, most notably Haywards Heath Golf Club (ID 503).

#### Summary of Conclusions

Sites SA12 & SA13 are unsuitable and unsustainable for development because:

- In all their many previous assessments MSDC have always come to the conclusion that the fields to the South of Folders Lane are unsuitable for development.
- In the one assessment of the sites by a Government appointed Inspector the sites were clearly stated as being unsuitable for development.
- Development of these sites would be in clear contravention of several policies in the adopted Mid Sussex District and Burgess Hill Neighbourhood Plans.
- The assessment process carried out by MSDC was inaccurate and flawed.
- There are other much more suitable sites available including the Haywards Heath Golf Course (ID 503).
- The overall ecological importance of the sites makes them unsuitable for development.
- The sites are known to contain many internationally protected species, including seven different varieties of bats, the habitats for which would be irreparably harmed.
- To allow development on sites SA12 & SA13 would contravene environmental protection laws, and cause a devastating and irreversible loss of habitat.
- The traffic study commissioned by MSDC to examine the sites selected by them is grossly flawed as it does not address the problem roundabout at the Junction between Folders Lane and Keymer Road

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/19	Type:				
<p>The infrastructure that caters for this area of South-East Burgess Hill (east of the railway and from the Kingsway estates to the south), is stretched to breaking point - in particular the schools and the doctor's surgery. In the last 12 years an additional 600 homes have been built and are now occupied. Alarminglly however, there are a further 800+ houses currently under construction in this area that have yet to be occupied with no definite plans in place to build any schools or surgeries. In the proposals for Sites SA12 &amp; SA13 there is no mention of the provision of either of these vital services. Any suggestion that these facilities could be added later should not be given any credence as history clearly indicated that such things never happen. All the previous large sites proposed for development in Mid Sussex have always included the provision of surgeries and schools where these have been deemed necessary. The records show that if they are not included in the proposals, none are added subsequently, and unfortunately there have been instances where they were not built.</p>						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/17	Type:				
<p>The District Plan seeks to prevent coalescence and in Policy DP13 states that it will only permit development where “it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.” It is reasonable to conclude that the building of two housing estates, one with 300 homes, would have an urbanising effect. It would certainly result in coalescence as the gap would be more than halved. Development in these fields would be in contravention of Policy DP13 of the MSDC District Plan</p> <p>The strategic gaps identified in the District and Neighbourhood Plans form what is in effect Burgess Hill's Green Belt. Protection of such land is identified in the NPPF under section 13, which states:</p> <p>“The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.” 18</p> <p>The NPPF states that the purposes of green belts include:</p> <ul style="list-style-type: none"><li>• to prevent neighbouring towns merging into one another;</li><li>• to assist in safeguarding the countryside from encroachment;19</li></ul> <p>Selection of Sites SA12 and SA13 would be in conflict with this part of the NPPF. In contrast, selection of Haywards Heath Golf Course, Site ID 503, would not affect the strategic gap.</p>						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/15	Type:				
Development of Sites SA12 & SA13 would be harmful to the setting of the South Downs National Park in contravention of Policy DP19 of the MSDC District Plan. These sites should be removed from the list of sites proposed as suitable for development.						
The Haywards Heath Golf Club Site, ID 503, has no such detrimental effect on the SDNP.						

615		Organisation:	South of Folders Lane Action Group (SOFLAG)	Behalf Of:		Organisation
Reference:	Reg18/615/13	Type:				
Evidence of potential harm to SDNP						
The detrimental effect the development of these two sites would have on the SDNP is best and most potently described by the SDNP itself.						
A planning application 19/0276 (now withdrawn), was made earlier this year for 43 houses to be built on Site SA12. The SDNP submitted a strong representation (copied in full below) for refusal of that application. It is exactly the same proposal - 43 houses in the same field - that has now been put forward by MSDC as site SA12.						
This representation could not be clearer. The SDNP state unequivocally that development at Site SA12 would be harmful to the setting of the National Park and should be refused.						
While the above representation refers to Site SA12, the comments made are unquestionably directly relevant to the nearby Site SA13, and arguably even more so. This site, for 300 homes, is significantly nearer to the boundary of the National Park and is much more visible from it. Its development would be even more harmful to the setting of the National Park than Site SA12.						

615		Organisation: South of Folders Lane Action Group (SOFLAG)	Behalf Of:	Organisation
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Reference: Reg18/615/8	Type:
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Site SA13 forms the last remaining part of a historic field system, bounded by ancient hedgerows and directly adjacent to the South Downs National Park. Untouched by modern farming methods, it has become an incredibly bio-diverse area containing many important species that must be protected from future development.

The report provided by the Sussex Biodiversity Records Centre for this submission is unequivocal. It clearly demonstrates that Site SA13 is of great ecological importance. It is most unlikely that there is anywhere within miles, or possibly even within Sussex, where such an ancient field pattern containing such important flora and fauna currently exist in peaceful harmony.

The site itself is also environmentally unsuited to development as it is relatively low lying and the heavy clay weald leaves many parts of it prone to flooding.

This section provides comprehensive expert evidence that any benefits from the addition to the housing supply in Mid Sussex are far outweighed by the environmental and ecological damage caused by development. To select this site for development is in direct contravention of planning law including the NPPF.

There is indisputable evidence that many protected and highly valued species inhabit Site SA13 either throughout the year or during their particular migratory season. It is known that some private ecological surveys have been made on this land over the last 20 years. Whilst the detailed results of these have not been made publicly available, conversations with those carrying out the surveys as well as people living directly adjacent to the site have confirmed that the protected species listed below have been found to inhabit the area.

However, of much greater importance (and providing much more ‘weight’ to this submission) is the list of species detailed below and verified by the Sussex Biodiversity Records Centre as being found within the Site. SOFLAG is very grateful to the Sussex Biodiversity Records Centre for providing their report on Site SA13 (Report No. SxBRC/19/633) from which the following information has been taken. It should also be noted that the non-inclusion of any species does not actually mean they are not present in the site. For example, it is known that there are adders present within the site but these have yet to be recorded formally.

Every one of the following species has been shown to be present at Site SA13 by the Sussex Biodiversity Records Centre. Each of the species listed is either protected under International or National legislation as described.

This section has outlined a number of individual factors that each preclude Sites SA12 & SA13 from ever being selected as suitable for development. The cumulative effect of all of these put together present an overwhelming case that this site is unsuitable for development from an ecological and environmental point of view.

It is not necessary to lose this natural resource. The man-made Haywards Heath Golf Club (Site ID 503) would provide enough houses to meet the required housing number. It would also meet some of the next round of required allocations. It is being actively promoted by its owners and is available to be developed by the end of this consultation process.

To allow development on sites SA12 & SA13 would contravene planning legislation and environmental protection laws, and cause a devastating and irreversible loss of habitat.

This area of countryside should be made a conservation area to protect the ecological balance of this precious Sussex landscape, leaving the site undisturbed and as it has been for centuries.

Sites SA12 & SA13 should be removed from the list of sites selected for future development.

<b>615</b>		<b>Organisation:</b> South of Folders Lane Action Group (SOFLAG)	<b>Behalf Of:</b>		<b>Organisation</b>
<b>Reference:</b>	Reg18/615/4	<b>Type:</b>			
<p>Conflict with Mid Sussex District Plan</p> <p>To select these sites for development would contravene policies DP12, DP13, DP36 and DP37 of the District Plan. Policies 37 (trees, woodland and hedgerows) and 38 (biodiversity) concern the ecology of the sites and are dealt with in Section 3.</p> <p>Policy DP6 At page 38 it is stated: “Some settlements (Burgess Hill, Hassocks, Hurstpierpoint, Ashurst Wood, Handcross, Pease Pottage, Scaynes Hill, Ansty, Staplefield, Slaugham and Warninglid) have already identified sufficient commitments / completions to meet their minimum housing requirement for the full plan period and will not be expected to identify further sites within their Neighbourhood Plans.”</p> <p>Policy DP12 concerns protection and enhancement of the countryside and states: “The primary objective of the District Plan with respect to the countryside is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there.”</p> <p>This precious area of countryside to the south of Burgess Hill, explicitly identified for protection in the Burgess Hill Neighbourhood plan, does not need to be developed. There is sufficient already developed land available to accommodate the housing requirement – Haywards Heath Golf Club.</p> <p>Policy DP13 concerns coalescence and states: “Provided it is not in conflict with Policy DP12: Protection and Enhancement of the Countryside, development will be permitted if it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.”</p> <p>With the strategic allocation for 500 homes at Clayton Mills already eating in to the gap between Burgess Hill and the villages to the south, development at Site SA13 would lead to unacceptable coalescence (and is in any case in conflict with Policy DP12).</p>					

<b>615</b>		<b>Organisation:</b> South of Folders Lane Action Group (SOFLAG)	<b>Behalf Of:</b>		<b>Organisation</b>
<b>Reference:</b>	Reg18/615/2	<b>Type:</b>			
<p>MSDC have always previously assessed the fields to the South of Folders Lane as unsuitable for development. While there is now a need for more sites to come forward, other proposed sites elsewhere in the District are more suitable, and greenfield Sites SA12 and SA13 should remain protected from urbanisation, as an important part of the Strategic Gap between Burgess Hill and the villages to the south.</p>					

615		Organisation: South of Folders Lane Action Group (SOFLAG)	Behalf Of:	Organisation
Reference:	Reg18/615/11	Type:		
<p>Sites SA12 and SA13 are unsuitable for inclusion in the Draft Site Allocations DPD as to develop them would lead to further and unacceptable traffic gridlock in the Folders Lane and Keymer Road area. This in turn will cause dangerous (and possibly unlawful) increases in pollution and have a serious affect on the amenity of existing and proposed residents of this area and beyond. There would also be a significant economic loss caused by the increased traffic congestion.</p> <p>This means that these sites are unsustainable under the terms of the NPPF and should be removed from the list of sites proposed as suitable for development.</p> <p>The SYSTRA traffic study commissioned by MSDC and being used to justify the sites’ inclusion contains significant errors, ignores the junction that is of greatest relevance and importance to these sites and makes totally unsustainable assumptions. The study is, unquestionably, seriously flawed.</p> <p>Unfortunately, in the limited time allowed for this consultation by MSDC, it has not been possible to produce SOFLAG’s own independent traffic assessment to counter the self-serving report from SYSTRA. However it is our intention to have such a report prepared if necessary for the second round of consultation and the Government Inspector’s review. We believe this report will fully rebut the unbelievable conclusions in the SYSTRA report that the “severe” problems at Hoadleys Roundabout will be solved by removing the roundabout and replacing it with a set of traffic lights.</p> <p>SYSTRA Study / Mitigation</p> <p>It is hard to understand how the mitigation proposed by the SYSTRA study for Hoadleys Corner, and discussed in all previous studies for the Folders Lane / Keymer Road Junction (which the SYSTRA study views as no longer a relevant junction), will solve the “severe” congestion SYSTRA describe.</p> <p>The proposed mitigation is to change a roundabout to traffic signals. This contradicts the evidence of many academic studies across the world demonstrating that roundabouts consistently outperform traffic signals at multi-arm junctions in terms of both pollution control and travel times.</p> <p>Examples include: “at a roundabout replacing a signalised junction, CO emissions decreased by 29%, NOx emissions by 21% and fuel consumption by 28%.”<sup>16</sup></p> <p>“... replacing the traffic signal with the roundabout has produced a significant improvement in terms of traffic operational performance (20% reduction of total travel time)... The main finding of the study is that the roundabout generally outperformed the fixed-time traffic signal in terms of vehicle emissions”<sup>17</sup></p> <p>As these examples show, much of the research has been done on the benefits of replacing signal controlled junctions with roundabouts, so it is concerning to see MSDC apparently moving in the opposite direction, thereby risking significant increases in delays and harmful pollution.</p>				

<b>760</b>	<b>Mr M Nailard</b>	<b>Organisation:</b> Woodland Flora and Fauna Group	<b>Behalf Of:</b> The Woodland, Flora and Fauna Group	<b>Organisation</b>
<b>Reference:</b> Reg18/760/1		<b>Type:</b> Object		

Following a meeting and examination of the site with local public representatives, the countryside issues resulting from this proposed development have been illustrated to us. This has prompted us to write to voice our strong objections to this proposal for the reasons given below.

The natural environment and its dependent wildlife are under severe threat from continuing development and having examined the detrimental impact the proposals for Site SA13 will have we have some major concerns.

From site observation and with reference to the submission from SOFLAG together with the evidence from the Sussex Biodiversity Records Centre, we fully support their submitted arguments against development.

We spend the majority of our lives as a group trying to repair the natural environmental damage inflicted by new development in Southern Mid Sussex and help the indigenous wildlife

species to survive, so the announcement of a further loss of valuable countryside fills us with despair. We realise, and you will surely too in years to come, that each reduction of such valuable natural habitat will impact badly on the future well-being of us all and not only the flora and fauna.

From the Sussex Biodiversity Record Centre evidence, there are many protected species (including barn owls, bats, dormice, great crested newts etc.) inhabiting the site and to rob them of this breeding and hunting terrain would impact their survival prospects considerably. We have projects currently underway in southern Mid Sussex to drag these species back from virtual extinction caused by the loss of nesting, roosting and hunting terrain that development sites like this one are inflicting upon them.

The site is also on the south facing slope of an east-west ridge at a relatively raised elevation in this landscape which has views which offer a high degree of comprehension of the southerly landscape. Its boundary of ancient hedgerow and distinctive mature tree features have a very special significance which should be enhanced and not visually overwhelmed by the presence of housing development. However many compensatory measures like wildlife corridors etc. the development includes, our experience is that the close proximity of human habitation renders them mostly ineffective and offers very few long-term survival prospects for indigenous wildlife and flora due to human recreational activities.

There must be numerous alternative sites where such development can be located without inflicting such severe detrimental repercussions on this valuable local natural environment.

Could you therefore, please reject this inappropriate site allocation proposal?

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b> Reg18/723/8		<b>Type:</b> Object		

The SA sets out that this is the only site within Burgess Hill to have any impact on listed buildings where it is stated that development of this site would cause less than substantial harm (medium) on High Chimneys (Grade II listed). This is not mentioned within appendix B and this therefore calls into question the consistency of assessment of the sites in this regard.



725	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Village Developments Floran Farm	Developer
Reference:	Reg18/725/10	Type:	Object			
Given that site SA12 and SA13 are in close proximity to one another it is notable that the cumulative impact of the development of both of these sites has not been assessed for a number of ‘in-combination’ impacts such as highways and landscape impact.						

725	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Village Developments Floran Farm	Developer
Reference:	Reg18/725/9	Type:	Object			
The SA sets out that this is the only site within Burgess Hill to have any impact on listed buildings where it is stated that development of this site would cause less than substantial harm (medium) on High Chimneys (Grade II listed). This is not mentioned within appendix B and this therefore calls into question the consistency of assessment of the sites in this regard.						

723	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Manoir Properties	Developer
Reference:	Reg18/723/9	Type:	Object			
Given that site SA12 and SA13 are in close proximity to one another it is notable that the cumulative impact of the development of both of these sites has not been assessed for a number of ‘in-combination’ impacts such as highways and landscape impact.						

692	Mr M Ruddock	Organisation:	Pegasus Group	Behalf Of:	Thakeham - South Folders Lane	Developer
Reference:	Reg18/692/1	Type:	Support			
The site as a whole will have two vehicular access points, both via Keymer Road to the west. This representation is accompanied by a Technical Note which sets out that the approved site access junction from Greenacres onto Keymer Road was designed to cater for future development within the Policy SA13 site and would not present any highway concerns with regard to design, capacity or safety.						
Any forthcoming planning application will be accompanied by a full Transport Assessment which will demonstrate the acceptability of these access points in terms of capacity and visibility to ensure that there would not be an adverse impact on highway safety as a result.						

<b>692</b>	<b>Mr M Ruddock</b>	<b>Organisation:</b>	Pegasus Group	<b>Behalf Of:</b>	Thakeham - South Folders Lane	<b>Developer</b>
<b>Reference:</b>	Reg18/692/2	<b>Type:</b>	Support			

The scheme is deliverable and will be implemented within the next three years.

The following documents have been requested by the Local Planning Authority and will be submitted in early December:

- Landscape Principle Plan
- Archaeology and Heritage Note
- Drainage Note
- Utilities Note.

<b>744</b>	<b>Mr T Rodaway</b>	<b>Organisation:</b>	Rodway Planning	<b>Behalf Of:</b>	Fairfax - HHGolf Course	<b>Developer</b>
<b>Reference:</b>	Reg18/744/4	<b>Type:</b>	Object			

The detailed site assessment for the larger Policy SA13 site sets out a number of concerns, which indicate that the site may not be suitable for allocation.

1184	Mr B Dempsey	Organisation:		Behalf Of:		District Councillor
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Reference:	Reg18/1184/2	Type:	Object
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Objection to Site SA13 of the Site Allocation DPD:

I write as District Councillor for Hassocks to object to Sites SA12 and SA13 of the Site Allocation DPD (Land South of 96 Folders Lane, Burgess Hill, and Land East of Keymer Road and South of Folders Lane, Burgess Hill).

This objection is on the grounds that more than 300 dwellings on these sites will have an unacceptable negative impact on traffic flow and safety in both Burgess Hill and Hassocks.

There is already significant traffic pressure on the small roundabout at the junction between Keymer Road and Folders lane. This would be greatly exacerbated.

It is proposed that site SA13 would be accessed from Keymer Road/Ockley Lane. The development would therefore add significantly to traffic on Ockley Lane, particularly heading south towards Hassocks, the A23 and Brighton.

The most direct route from site SA13 to the A23 and Brighton is south down Ockley Lane, to Lodge Lane, New Road, and the A273. This route includes roads and junctions that are unsuitable for this increased volume of traffic. No adequate traffic survey has been conducted to assess the risks that this presents.

Ockley Lane and Lodge Lane are rural and semi-rural, width-restricted roads. The Ockley Lane/Keymer Road junction and the Lodge Lane/New Road junction in Keymer, as well as the New Road/A273 junction in Clayton, all have pre-existing safety concerns.

The proposal for 300 houses at SA13 is particularly unsuitable because the District Plan already allocates an additional 500 houses off Ockley Lane, north of Clayton Mills in Hassocks, less than a mile south of site SA13. The likely development of the Clayton Mills site will already add significantly to traffic on Ockley Lane and nearby roads.

The proposed sites will overload the local road network and present a significant risk for traffic safety. On this basis I do not believe they should be considered for development.

649	Mrs M Bennett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/649/1	Type:	Support
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In light of the desperate shortage of housing and bearing in mind the current development in this area of Burgess Hill, it is my opinion that the Council is doing an excellent job in promoting this development and I wholeheartedly give it my support having resided in this area for many years

Please add my support to the weight of those in favour.

951	Mr P Bennett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/951/1	Type:	Support
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With an immense shortage of housing in the south. I am strongly in favor of this development especially as it abuts previous developments. It also utilizes land that is unfarmable and is ideal for housing.

1270	Mr & Mrs C Gowlett	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1270/2	Type:	Object			

We live in Shearing Drive Burgess Hill. Folders Lane and the Keymer Road are already extremely busy with traffic and additional housing will just produce more

We are objecting to site allocations SA12 and SA13 (pages 34 - 37), the fields south of Folders Lane, because there is a better, more suitable and more sustainable site available at Hayward's Heath Heath Golf Course, the site known as ID 503.

The site ID503 is available and the owners of the land would like to make it available for housing

The developer promoting the site is ready to start

The current users of the site, the Golf Club, want to move.

The site will provide more housing than MSDC are currently proposing, creating a larger "buffer" which will reduce the pressure for more greenfield sites to be developed during the life of the District Plan.

The developers are planning on site infrastructure,including a school and doctor's surgery,in their proposals for site ID 503. These are not included in the proposals for sites SA 12 and SA 13, despite these being desperately needed

<b>733</b>	<b>Mrs K Olejniczak</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/733/1		<b>Type:</b>		Object

1) Poor Road Infrastructure and Traffic Congestion

The site has been previously considered for development in 2007, 2013 and 2016. Every time it was rejected due to the same problem "There are potential significant transport impacts on the road network as a result of developing this site (in particular the east-west link issued in Burgess Hill). It is currently assumed that this will severely limit the ability of this site to be delivered unless detailed transport assessment evidence suggests otherwise"

MSDC commissioned and received a traffic report dated 4th September 2019 from Systra and scenario 5 relates. Page 36 of the report clearly shows the impacts on the two east-west crossings over the railway line, S6 and S22. The alternate route via Hassocks, S8, is also severely impacted. Whilst the A2300 is being upgraded there is no proposal to sort out the issues of east-west traffic movement over the railway line as identified in the Systra report. A proposed mitigation of set of traffic lights at S6 isn't going to solve anything – anybody who come to the site will be able to see that. With only two single carriageway roads over the railway line, both constrained by necessary pedestrian crossings, there is already severe congestion at rush hours. The below is typical. Red means traffic at a stop. This is real time data derived from the traffic itself - and is accurate. See Appendix A for day-by-day levels, which can be witnessed by simply trying to use these roads at rush hour. The image below for October 17th shows around two miles of queues. Public transport would also be adversely impacted by increased traffic as there are no dedicated bus lanes or space to accommodate them. Buses are trapped just as much as cars.

There is a principle that development follows infrastructure - there is no infrastructure planned to the east of Burgess Hill. Kingsway, Jones' homes and the 500 north of Hassocks, well over 1000 new homes, all feed into the same roads east of the railway line in Burgess Hill that are already a bottleneck and overcapacity. On the grounds of traffic and road infrastructure alone these two sites should not proceed, as was previously the case when considered before. Today the position is worse due to other housing completions.

2) Contravention of adopted MSDC District Plan Policy DP12: Protection and Enhancement of Countryside

The area south of Folder's Lane and east of Keymer Road is covered in the adopted MSDC District Plan by DP12: Protection and Enhancement of Countryside. (<https://www.midsussex.gov.uk/media/3406/mid-sussex-districtplan.pdf>). The proposed development totally conflicts with this policy.

The cumulative impact of the development when considered alongside other developments already approved north of Hassock, at Kingsway Jones's homes off Folders Lane will have an adverse impact on the area. With SA13 going as far south as Wellhouse Lane and the northern development at Hassocks the gap Burgess Hill and Hassocks will be greatly reduced. The traffic on Ockley Lane/Keymer Road, with its 6'6" width restriction, which is basically a track that was tarmacked, will be immense overall.

3) Safety and access issues - access for Persimmon to their 20-acre portion of the SA13 site

We have been informed by MSDC that Persimmon wish to use Broadlands as the sole access to their portion of the SA13 site. This raises serious and significant safety and access issues. Broadlands is a narrow cul-de-sac which serves just seven homes, there are no pavements and the road ends in a five-bar gate to a track which is the proposed access to the SA13 site which is countryside. It was initially built to service just three houses (Dormers, Timbers and Hurdles) and was not designed to service 200+. Broadlands joins the Keymer Road at a poor junction where there have been at least two accidents. At this junction, there are no pavements on either road and Keymer Road is narrow with a 6'6" width restriction. To the south there is the brow of a hill less than 100 yards away. Opposite is the boundary to Batchelor's Farm nature reserve. The junction is dangerous due to appalling visibility splays. Visibility to cars travelling south is marginal and good visibility can only be obtained by edging out onto Keymer Road itself. Visibility to cars travelling northbound is even more constrained due to the high brick wall which is the boundary to The Lees which is less than a metre from the edge of the roadway. It is inconceivable that this junction is suitable for the several hundred car movements per day that would result from it being the access point to this site, and hard to see how it could be improved with such limited space available.

Despite what we were told at the public event in October at St Wilfrid's, we have been advised by WSCC Highways Senior Planner (Jamie Brown) that MSDC have not made any request for pre-

planning advice with respect to SA13 and WSCC have not made a site visit.

We spoke with Persimmon staff, including Mr Lee Farmer, Head of Land as Persimmon Homes, during a site visit made in June when they stated that they would reach an agreement with Thakeham to use Willowhurst for access, with that road having been designed and built with proper visibility onto Keymer Road. They agreed with us that Broadlands was suitable only for foot/cycle and emergency access. Presumably they are trying to use Broadlands as they are being asked for lots of money by Thakeham for that access.

#### 4) Damage to Broadlands and harm to the residents

Broadlands is a narrow cul-de-sac which serves just seven homes. There are no pavements and the road ends in a five-bar gate to a track which is the proposed access to the SA13 site. The site is countryside populated by horses, deer, birds of prey and other wildlife. It is a peaceful semi-rural location which will be greatly harmed by it being turned into access for 200+ homes.

1. Conversion of the road into access to 200+ homes will completely change the character of the road from a quiet lane to busy thoroughfare, making it a considerably less desirable place to live.

With the site being

remote from the town centre and station, most journeys will be by car. Most likely several hundred every day.

2. Access for existing properties onto Broadlands will be compromised creating a safety issue. At the end of Broadlands are the driveways of four properties, two on each side. As there is no access beyond these

driveways, they are aligned in such a way to be able to drive in/out and along Broadlands as it exists today and not along the track, compromising the safety of existing residents and the 10 children that live along the road. The gate leads to the track that is the proposed access.

3. Broadlands is too narrow to carry construction traffic and its use for this purpose would create safety issues. A standard 6 wheeled lorry of the size typically used for transportation of building materials/soil etc is 2.5m wide with at least 3m needed for passing when mirrors are included. These vehicles will not be able to pass each other on Broadlands, and with most cars now being 2m wide (mine in 2.1m) it would be difficult to pass without driving on and wrecking the grass verges. Even if widened passing will be tight with lorries shaving or worse other traffic.

4. Duration of Persimmon's proposed build, from their Developer Questionnaire shows the duration of build to be from Q1 2022 to Q1 2026. This is ridiculous – four years of lorries, dirt and danger along Broadlands. The danger can be seen today with the lorries to the Jones' homes site who seem keen on "playing chicken" with oncoming cars; this photo outside Burgess Hill School for Girls.

#### 5) Loss of amenity

Further to the points in item 3) above, the proposal of SA12 and SA13 if built would result in a loss of amenity for both the residents of Broadlands and more widely in south-east Burgess Hill.

The HS2 London-West Midlands Environmental Statement published by the Department for Transport in November 2013, defines 'amenity' as:

'The benefits of enjoyment and well-being which are gained from a resource in line with its intended function.

Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.'

The SuDS Manual (2015) defines amenity as 'a useful or pleasant facility or service', which includes both the tangible and the less tangible. It also suggests amenity '...covers liveability, which is associated with factors that improve the quality of life for inhabitants. Liveability encompasses the well-being of a community and of individuals and comprises the many characteristics that make a location a place where people want to live and work.'

It is almost certain that the proposed SA12 and SA13 development in particular will result in a loss of amenity due to the inevitable increases in traffic/congestion, the visual impact of such a large development in sight of the South Down National Park, and the liveability for those living nearby, especially in Broadlands that will be changed forever for the worse.

#### 6) The Principle of the NPFF (National Planning Policy Framework) - 'Tilted Balance'

The NPFF published February 2019 has the presumption in favour of sustainable development, not development at the expense of everything else. The adverse impacts of SA12 and SA13 will negatively and demonstrably impact the daily lives of hundreds of people in Burgess Hill through increased traffic congestion and loss of amenity to those in and around Broadlands.

<b>729</b>	<b>Mr A Olejniczak</b>	<b>Organisation:</b>	<b>Behalf Of:</b> Broadlands Residents Association	Resident
<b>Reference:</b>	Reg18/729/1	<b>Type:</b>	Object	

1) Poor Road Infrastructure and Traffic Congestion

The site has been previously considered for development in 2007, 2013 and 2016. Every time it was rejected due to the same problem "There are potential significant transport impacts on the road network as a result of developing this site (in particular the east-west link issued in Burgess Hill). It is currently assumed that this will severely limit the ability of this site to be delivered unless detailed transport assessment evidence suggests otherwise"

MSDC commissioned and received a traffic report dated 4th September 2019 from Systra and scenario 5 relates. Page 36 of the report clearly shows the impacts on the two east-west crossings over the railway line, S6 and S22. The alternate route via Hassocks, S8, is also severely impacted. Whilst the A2300 is being upgraded there is no proposal to sort out the issues of east-west traffic movement over the railway line as identified in the Systra report. A proposed mitigation of set of traffic lights at S6 isn't going to solve anything – anybody who come to the site will be able to see that. With only two single carriageway roads over the railway line, both constrained by necessary pedestrian crossings, there is already severe congestion at rush hours. The below is typical. Red means traffic at a stop. This is real time data derived from the traffic itself - and is accurate. See Appendix A for day-by-day levels, which can be witnessed by simply trying to use these roads at rush hour. The image below for October 17th shows around two miles of queues. Public transport would also be adversely impacted by increased traffic as there are no dedicated bus lanes or space to accommodate them. Buses are trapped just as much as cars.

There is a principle that development follows infrastructure - there is no infrastructure planned to the east of Burgess Hill. Kingsway, Jones' homes and the 500 north of Hassocks, well over 1000 new homes, all feed into the same roads east of the railway line in Burgess Hill that are already a bottleneck and overcapacity. On the grounds of traffic and road infrastructure alone these two sites should not proceed, as was previously the case when considered before. Today the position is worse due to other housing completions.

2) Contravention of adopted MSDC District Plan Policy DP12: Protection and Enhancement of Countryside

The area south of Folder's Lane and east of Keymer Road is covered in the adopted MSDC District Plan by DP12: Protection and Enhancement of Countryside. (<https://www.midsussex.gov.uk/media/3406/mid-sussex-districtplan.pdf>). The proposed development totally conflicts with this policy.

The cumulative impact of the development when considered alongside other developments already approved north of Hassock, at Kingsway Jones's homes off Folders Lane will have an adverse impact on the area. With SA13 going as far south as Wellhouse Lane and the northern development at Hassocks the gap Burgess Hill and Hassocks will be greatly reduced. The traffic on Ockley Lane/Keymer Road, with its 6'6" width restriction, which is basically a track that was tarmacked, will be immense overall.

3) Safety and access issues - access for Persimmon to their 20-acre portion of the SA13 site

We have been informed by MSDC that Persimmon wish to use Broadlands as the sole access to their portion of the SA13 site. This raises serious and significant safety and access issues. Broadlands is a narrow cul-de-sac which serves just seven homes, there are no pavements and the road ends in a five-bar gate to a track which is the proposed access to the SA13 site which is countryside. It was initially built to service just three houses (Dormers, Timbers and Hurdles) and was not designed to service 200+. Broadlands joins the Keymer Road at a poor junction where there have been at least two accidents. At this junction, there are no pavements on either road and Keymer Road is narrow with a 6'6" width restriction. To the south there is the brow of a hill less than 100 yards away. Opposite is the boundary to Batchelor's Farm nature reserve. The junction is dangerous due to appalling visibility splays. Visibility to cars travelling south is marginal and good visibility can only be obtained by edging out onto Keymer Road itself. Visibility to cars travelling northbound is even more constrained due to the high brick wall which is the boundary to The Lees which is less than a metre from the edge of the roadway. It is inconceivable that this junction is suitable for the several hundred car movements per day that would result from it being the access point to this site, and hard to see how it could be improved with such limited space available.

Despite what we were told at the public event in October at St Wilfrid's, we have been advised by WSCC Highways Senior Planner (Jamie Brown) that MSDC have not made any request for pre-

planning advice with respect to SA13 and WSCC have not made a site visit.

We spoke with Persimmon staff, including Mr Lee Farmer, Head of Land as Persimmon Homes, during a site visit made in June when they stated that they would reach an agreement with Thakeham to use Willowhurst for access, with that road having been designed and built with proper visibility onto Keymer Road. They agreed with us that Broadlands was suitable only for foot/cycle and emergency access. Presumably they are trying to use Broadlands as they are being asked for lots of money by Thakeham for that access.

#### 4) Damage to Broadlands and harm to the residents

Broadlands is a narrow cul-de-sac which serves just seven homes. There are no pavements and the road ends in a five-bar gate to a track which is the proposed access to the SA13 site. The site is countryside populated by horses, deer, birds of prey and other wildlife. It is a peaceful semi-rural location which will be greatly harmed by it being turned into access for 200+ homes.

1. Conversion of the road into access to 200+ homes will completely change the character of the road from a quiet lane to busy thoroughfare, making it a considerably less desirable place to live.

With the site being

remote from the town centre and station, most journeys will be by car. Most likely several hundred every day.

2. Access for existing properties onto Broadlands will be compromised creating a safety issue. At the end of Broadlands are the driveways of four properties, two on each side. As there is no access beyond these

driveways, they are aligned in such a way to be able to drive in/out and along Broadlands as it exists today and not along the track, compromising the safety of existing residents and the 10 children that live along the road. The gate leads to the track that is the proposed access.

3. Broadlands is too narrow to carry construction traffic and its use for this purpose would create safety issues. A standard 6 wheeled lorry of the size typically used for transportation of building materials/soil etc is 2.5m wide with at least 3m needed for passing when mirrors are included. These vehicles will not be able to pass each other on Broadlands, and with most cars now being 2m wide (mine in 2.1m) it would be difficult to pass without driving on and wrecking the grass verges. Even if widened passing will be tight with lorries shaving or worse other traffic.

4. Duration of Persimmon's proposed build, from their Developer Questionnaire shows the duration of build to be from Q1 2022 to Q1 2026. This is ridiculous – four years of lorries, dirt and danger along Broadlands. The danger can be seen today with the lorries to the Jones' homes site who seem keen on "playing chicken" with oncoming cars; this photo outside Burgess Hill School for Girls.

#### 5) Loss of amenity

Further to the points in item 3) above, the proposal of SA12 and SA13 if built would result in a loss of amenity for both the residents of Broadlands and more widely in south-east Burgess Hill.

The HS2 London-West Midlands Environmental Statement published by the Department for Transport in

November 2013, defines 'amenity' as:

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Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.'

The SuDS Manual (2015) defines amenity as 'a useful or pleasant facility or service', which includes both the tangible and the less tangible. It also suggests amenity '...covers liveability, which is associated with factors that improve the quality of life for inhabitants. Liveability encompasses the well-being of a community and of individuals and comprises the many characteristics that make a location a place where people want to live and work.'

It is almost certain that the proposed SA12 and SA13 development in particular will result in a loss of amenity due to the inevitable increases in traffic/congestion, the visual impact of such a large development in sight of the South Down National Park, and the liveability for those living nearby, especially in Broadlands that will be changed forever for the worse.

#### 6) The Principle of the NPFF (National Planning Policy Framework) - 'Tilted Balance'

The NPFF published February 2019 has the presumption in favour of sustainable development, not development at the expense of everything else. The adverse impacts of SA12 and SA13 will negatively and demonstrably impact the daily lives of hundreds of people in Burgess Hill through increased traffic congestion and loss of amenity to those in and around Broadlands.



673	Mr A Olejniczak	Organisation:		Behalf Of:		Resident
Reference:	Reg18/673/1	Type:	Object			

1) Poor Road Infrastructure and Traffic Congestion  
The site has been previously considered for development in 2007, 2013 and 2016. Every time it was rejected due to the same problem "There are potential significant transport impacts on the road network as a result of developing this site (in particular the east-west link issued in Burgess Hill). It is currently assumed that this will severely limit the ability of this site to be delivered unless detailed transport assessment evidence suggests otherwise"  
MSDC commissioned and received a traffic report dated 4th September 2019 from Systra and scenario 5 relates. Page 36 of the report clearly shows the impacts on the two east-west crossings over the railway line, S6 and S22. The alternate route via Hassocks, S8, is also severely impacted. Whilst the A2300 is being upgraded there is no proposal to sort out the issues of east-west traffic movement over the railway line as identified in the Systra report. A proposed mitigation of set of traffic lights at S6 isn't going to solve anything – anybody who come to the site will be able to see that. With only two single carriageway roads over the railway line, both constrained by necessary pedestrian crossings, there is already severe congestion at rush hours. The below is typical. Red means traffic at a stop. This is real time data derived from the traffic itself - and is accurate. See Appendix A for day-by-day levels, which can be witnessed by simply trying to use these roads at rush hour. The image below for October 17th shows around two miles of queues. Public transport would also be adversely impacted by increased traffic as there are no dedicated bus lanes or space to accommodate them. Buses are trapped just as much as cars.

There is a principle that development follows infrastructure - there is no infrastructure planned to the east of Burgess Hill. Kingsway, Jones' homes and the 500 north of Hassocks, well over 1000 new homes, all feed into the same roads east of the railway line in Burgess Hill that are already a bottleneck and overcapacity. On the grounds of traffic and road infrastructure alone these two sites should not proceed, as was previously the case when considered before. Today the position is worse due to other housing completions.

2) Contravention of adopted MSDC District Plan Policy DP12: Protection and Enhancement of Countryside  
The area south of Folder's Lane and east of Keymer Road is covered in the adopted MSDC District Plan by DP12: Protection and Enhancement of Countryside. (<https://www.midsussex.gov.uk/media/3406/mid-sussex-districtplan.pdf>). The proposed development totally conflicts with this policy.

The cumulative impact of the development when considered alongside other developments already approved north of Hassock, at Kingsway Jones's homes off Folders Lane will have an adverse impact on the area. With SA13 going as far south as Wellhouse Lane and the northern development at Hassocks the gap Burgess Hill and Hassocks will be greatly reduced. The traffic on Ockley Lane/Keymer Road, with its 6'6" width restriction, which is basically a track that was tarmacked, will be immense overall.

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We have been informed by MSDC that Persimmon wish to use Broadlands as the sole access to their portion of the SA13 site. This raises serious and significant safety and access issues. Broadlands is a narrow cul-de-sac which serves just seven homes, there are no pavements and the road ends in a five-bar gate to a track which is the proposed access to the SA13 site which is countryside. It was initially built to service just three houses (Dormers, Timbers and Hurdles) and was not designed to service 200+. Broadlands joins the Keymer Road at a poor junction where there have been at least two accidents. At this junction, there are no pavements on either road and Keymer Road is narrow with a 6'6" width restriction. To the south there is the brow of a hill less than 100 yards away. Opposite is the boundary to Batchelor's Farm nature reserve. The junction is dangerous due to appalling visibility splays. Visibility to cars travelling south is marginal and good visibility can only be obtained by edging out onto Keymer Road itself. Visibility to cars travelling northbound is even more constrained due to the high brick wall which is the boundary to The Lees which is less than a metre from the edge of the roadway. It is inconceivable that this junction is suitable for the several hundred car movements per day that would result from it being the access point to this site, and hard to see how it could be improved with such limited space available.

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1. Conversion of the road into access to 200+ homes will completely change the character of the road from a quiet lane to busy thoroughfare, making it a considerably less desirable place to live.

With the site being

remote from the town centre and station, most journeys will be by car. Most likely several hundred every day.

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driveways, they are aligned in such a way to be able to drive in/out and along Broadlands as it exists today and not along the track, compromising the safety of existing residents and the 10 children that live along the road. The gate leads to the track that is the proposed access.

3. Broadlands is too narrow to carry construction traffic and its use for this purpose would create safety issues. A standard 6 wheeled lorry of the size typically used for transportation of building materials/soil etc is 2.5m wide with at least 3m needed for passing when mirrors are included. These vehicles will not be able to pass each other on Broadlands, and with most cars now being 2m wide (mine in 2.1m) it would be difficult to pass without driving on and wrecking the grass verges. Even if widened passing will be tight with lorries shaving or worse other traffic.

4. Duration of Persimmon's proposed build, from their Developer Questionnaire shows the duration of build to be from Q1 2022 to Q1 2026. This is ridiculous – four years of lorries, dirt and danger along Broadlands. The danger can be seen today with the lorries to the Jones' homes site who seem keen on "playing chicken" with oncoming cars; this photo outside Burgess Hill School for Girls.

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It is almost certain that the proposed SA12 and SA13 development in particular will result in a loss of amenity due to the inevitable increases in traffic/congestion, the visual impact of such a large development in sight of the South Down National Park, and the liveability for those living nearby, especially in Broadlands that will be changed forever for the worse.

#### 6) The Principle of the NPFF (National Planning Policy Framework) - 'Tilted Balance'

The NPFF published February 2019 has the presumption in favour of sustainable development, not development at the expense of everything else. The adverse impacts of SA12 and SA13 will negatively and demonstrably impact the daily lives of hundreds of people in Burgess Hill through increased traffic congestion and loss of amenity to those in and around Broadlands.

Site/Policy: SA14 - Land South of Selby Close, Burgess Hill			
Number of Comments Received			
Total: 12	Support: 0	Object: 8	Neutral: 4
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>Traffic issues between Burgess Hill and Haywards Heath will be compounded and therefore additional infrastructure improvements/financial support is needed to mitigate the adverse effects on the Town, (Haywards Heath Town Council).</li> <li>Remove the requirement to protect Southern Water's infrastructure as our records do not show the need for this (Southern Water)</li> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>Impacts on residential amenity in terms of views and height as a tall building would be needed to accommodate 12 flats.</li> <li>There are rumours that the community use is for temporary housing. MSDC need to be more specific about the proposed plans for 'community use'.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>Site promoter is required to carry out a site-specific transport assessment and obtain pre-application advice from West Sussex County Council on the suitability of detailed highways arrangements.</li> <li>Amend policy to provide clarity over community use and amend policy wording to provide detail regarding the height of the building.</li> <li>Amend policy text to remove the requirement to protect Southern Water's infrastructure</li> <li>Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> </ul>			

**620** **Ms C Mayall** **Organisation:** Southern Water**Behalf Of:****Statutory Consultee****Reference:** Reg18/620/2 **Type:** Neutral

Southern Water notes the inclusion of the following requirement under the Utilities section of Policy SA14. 'Southern Water's infrastructure crosses the site. Plan the layout to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible.'

However, our assessment of this site did not reveal any underground infrastructure crossing this site, and we would therefore recommend that this requirement be removed from Policy SA14.

**792** **Mrs T Flitcroft** **Organisation:** West Sussex County Council**Behalf Of:****Local Authority****Reference:** Reg18/792/52 **Type:** Neutral

The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

**792** **Mrs T Flitcroft** **Organisation:** West Sussex County Council**Behalf Of:****Local Authority****Reference:** Reg18/792/25 **Type:** Neutral

SA 14 Land to the south of Selby Close, Hammonds Ridge, Burgess Hill

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Provide passenger information improvements at the local bus stops

**667** **Mr S Cridland** **Organisation:** Burgess Hill Town Council**Behalf Of:****Town & Parish Council****Reference:** Reg18/667/10 **Type:** Neutral

No objections.

639	Mr A Sturgeon	Organisation:	Haywards Heath Town Council	Behalf Of:		Town & Parish Council
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Reference:	Reg18/639/7	Type:	Object
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Impact of Burgess Hill sites SA 12 to SA 17  
With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.  
\*\*\*note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,  
Valebridge Road to Wivelsfield Station there are no transport links between HH and BH. Contract needed with Metrobus reference sustainable transport between BH/HH. Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD "HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem.  
HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application. Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.

723	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Manoir Properties	Developer
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Reference:	Reg18/723/12	Type:	Object
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As with SA12 and SA13 there are questions of the sustainability of the site given that the SA notes that it is more than a 20 minute walk to the school and GP.

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/11	<b>Type:</b>	Object			
<p>The SA and appendix B both point towards the Southern Water Infrastructure which crosses the site. The wording in the DPD recommends that the layout of the development is considered to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible. Given that the site is only 0.16ha it is therefore questionable whether there would be adequate space to develop the site for housing and provide accommodation for the sewage infrastructure crossing the site. The deliverability of this site has therefore not been adequately demonstrated.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/10	<b>Type:</b>	Object			
<p>There is a TPO at the front of this site which is potentially why access is proposed through the CALA Homes site (DM/17/0205). No evidence is submitted to suggest that this form of access is agreed or available.</p>						

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/12	<b>Type:</b>	Object			
<p>The SA and appendix B both point towards the Southern Water Infrastructure which crosses the site. The wording in the DPD recommends that the layout of the development is considered to ensure future access for maintenance and/or improvement work, unless diversion of the sewer is possible. Given that the site is only 0.16ha it is therefore questionable whether there would be adequate space to develop the site for housing and provide accommodation for the sewage infrastructure crossing the site. The deliverability of this site has therefore not been adequately demonstrated.</p> <p>As with SA12 and SA13 there are questions of the sustainability of the site given that the SA notes that it is more than a 20 minute walk to the school and GP.</p>						

725	Mr A Black	Organisation: Andrew Black Consulting	Behalf Of: Village Developments Floran Farm	Developer
Reference:	Reg18/725/11	Type: Object		

There is a TPO at the front of this site which is potentially why access is proposed through the CALA Homes site (DM/17/0205). No evidence is submitted to suggest that this form of access is agreed or available.

1096	Mrs J Hare	Organisation:	Behalf Of:	Resident
Reference:	Reg18/1096/1	Type: Object		

The current development (Cala Homes) has already had a detrimental impact on the residents in the locality, particularly to those resident in Selby Close. Many residents prior to the current development going ahead, objected to the building of blocks of flats, due to the height and scale and also they were not in keeping with the area. These objections were disregarded and now residents, particularly those in Selby Close have flats that overlook INTO their properties and to emphasise this, I have to keep my bedroom curtains drawn much of the day and have even had contractors working in the upper flats, wave to me when I am in my bedroom!!

Should the proposal go ahead this will make the above problem even worse as the proposed 12 flats will be even closer to properties 1,3 & 5 Selby Close. How close will this building be to the back gardens of the aforementioned properties; how will the height of the building affect the right to light within these properties; what outlook would these properties have - brick walls or windows that overlook them?

Does the local planning policy allow for 12 flats, community facilities and parking within the small area of 0.16 hectares? This is leading to overcrowding in such a small area. The policy might allow for the 12 flats but has the additonal parking/amenity space been taken into consideration so that it is not affecting Hammonds Ridge. Hammonds Ridge has already been severely affected with the current development, and the parking and increased traffic is already 'an accident waiting to happen'.

A real concern and no answer provided currently, is what are the proposed community facilities/use? Nothing has been mentioned in this respect and again, how will these affect current residents along with the already mentioned parking problems that will occur, especially after 17.00 when residents get home from work or at weekends.

Will noise from the community facilities affect current residents and if approval goes ahead, will there be a restriction on times the community facilities can be used?

I am formally requesting that you take my objections into consideration, and would also like to extend an invitation to a representative of the planning department to meet with me a my home to allow me to illustrate my concerns first hand.

Thank you for your consideration.

316	Ms J Wiyanta	Organisation:		Behalf Of:		Resident
Reference:	Reg18/316/1	Type:	Object			

With reference to the above proposal. As a resident of Selby Close in the past two years we have seen the development of Cala Homes to the rear and side of our properties. As a result of resident feedback the number of properties built was reduced. It is therefore alarming to learn of MSDC proposal to use part of the site to the rear of my property for 12 flats plus community use. The piece of land MSDC propose to build 12 flats on would indicate the building/s would be tall. My property being on lower ground would therefore be overlooked and this would encroach on my privacy and block my view and light.

The term community use is extremely vague, rumours are rife that MSDC plan to use the flats for temporary housing, this would not fit with Hammonds Ridge community and the Cala Homes development which is predominantly private residents. MSDC need to be more specific about the proposed plans for ‘community use’ in order to provide local residents with the full facts and allow them time to digest and put forward any objections.



Site/Policy: SA15 - Land South of Southway, Burgess Hill			
Number of Comments Received			
Total: 69	Support: 2	Object: 65	Neutral: 2
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>The allocation is on a Local Green Space (LGS) which is not compliant with NPPF policies. The Burgess Hill Neighbourhood Plan designated this area as part of an important “green lung” for the west of Burgess Hill, a function which does not require accessibility (Sussex Wildlife Trust).</li> <li>The site is an important wildlife site including for nightingales, a species on the red list and in danger of extinction (Burgess Hill Town Council).</li> <li>Traffic issues will be compounded between Haywards Heath and Burgess Hill and therefore additional financial support/infrastructure improvements are needed to mitigate the adverse effects on the Town. (Haywards Heath Town Council)</li> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>Conflicts with District Plan Policy DP38, which refers to enhancing biodiversity. There are numerous species on this site which are afforded statutory protection.</li> <li>Burgess Hill Neighbourhood Plan designated this site as a Local Green Space on the basis it is well used for recreational purposes and an important 'green lung' for the west of Burgess Hill.</li> <li>Concerns regarding pedestrian safety, lack of provision of sufficient vehicle parking, congestion and inappropriate access roads width.</li> <li>The proposed access from Linnet Lane is not suitable as it would be located between 2 blind bends and directly opposite existing resident drives</li> <li>Concerns about due process for site selection regarding geographical and political balance of the sites Member Working Group.</li> <li>The site boundary encroaches onto Croudace Homes land and a more precise land ownership plan is required.</li> <li>There is a covenant on the land which means this land cannot be built on/ developed.</li> <li>Burgess Hill is carrying a disproportionate share of the burden for Mid Sussex's expansion plans in relation to its infrastructure.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>The NPPF allows for an LGS designation to be subsequently allocated for a different purpose in a subsequent Development Plan Document if this is evidenced and justified. Carry out additional evidence to support justification for development in LGS.</li> <li>Site promoter is required to undertake an ecological survey to inform development proposals and to identify measures to deliver ecological enhancements and ensure there is a net-gain to biodiversity</li> <li>Site promoter is required to undertake a transport assessment including traffic and parking surveys and to obtain pre-application advice from West Sussex County Council Highways on suitability of the detailed highway arrangements.</li> <li>Site promoter to provide evidence on land ownership. Site promoter has confirmed that there are no restrictive covenants relating to this site.</li> <li>Discuss requirements with West Sussex County Council and amend policy wording to address the requirements for potential mineral sterilisation</li> </ul>			

- Site Selection Paper 3: Housing and the Sustainability Appraisal contain the justification for selecting and rejecting individual sites and site options. The decision to publish the Sites DPD for consultation was made by Council which consists of Members from across the district.
- Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.

<b>1408</b>	<b>Mr J Jedrzejewski</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		
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<b>Reference:</b>	Reg18/1408/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called 'protected woodland'. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 **H**ighways

1.1 **H**ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 **L**ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 **V**ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 **T**raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 **P**arking

2.1 **E**xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult

access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

**2.2** ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

**2.3** ~~I~~nsafe pedestrian access:- The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

**2.4** ~~F~~ree parking:- Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

**2.5** ~~R~~esidents existing parking:- Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

**2.6** ~~V~~isitor parking allocation to existing site:- Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

**2.7** ~~P~~arking – proposed new location:- Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

**3.0** ~~F~~ootpaths

**3.1** ~~F~~ootpaths:- looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

**3.2** ~~S~~treet lit footpath to rugby field:- Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

**3.3** ~~C~~ycling:- Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

**3.4** ~~O~~ften’ overgrown footpath continuation Skylark Way:- We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

**4.0** ~~E~~nvironmental issues:-

**4.1** ~~E~~xisting environment:- Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this

has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

**4.2 Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

**4.3 Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

**1** Is there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

**2** Is there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

**3** Are there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

**4** Whether the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

**4.3 Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.4 Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.5 Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.6 Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

**4.7 Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.8 Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

**5.0 Development construction:-**

**5.1 Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery vehicles etc)

6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5yers for plphase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation ares within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

665	Mr S Boakes	Organisation:	Croudace	Behalf Of:		Promoter
Reference:	Reg18/665/1	Type:	Support			

Promoter

Croudace are working with Sunley Estates Limited and have an interest in developing the land referenced SA 15 Land South of Southway, Burgess Hill in the Site Allocations Development Plan Document (SADPD) published by Mid Sussex District Council on 9th October 2019.

Croudace are committed to bringing the opportunity at Land south of Southway forward for development and are keen to continue a contemporary style of housing. Croudace have appointed an architect who is preparing a scheme for 30 dwellings with a mix of 2, 3 and 4 bedroom houses. The site will deliver much needed affordable housing and will be fully policy compliant. Croudace have received expressed interest from Raven Housing Trust regarding the 9 affordable units that can be provided on this site. Croudace have a strong relationship with Registered Providers in Mid-Sussex and in particular with Raven Housing Trust who recently acquired the affordable units at Kings Weald.

As mentioned in the written representations prepared by Sunley Estates the site forms a small part of the Local Green Space referred to within the relevant Neighbourhood Plan policy (policy G4, area 2). The site is however in private ownership, overgrown and inaccessible and the Public Right of Way running through the site is enclosed by fencing.

The proposed development scheme will provide the area to the east of the PROW as an enhanced, useable and accessible area of open space. Currently no part of the draft allocation SA 15 is accessible open space. This will also greatly increase connectivity to the surrounding network of open spaces including the remainder of the Local Green Space.

Following the carrying out of ecological surveys next season, Croudace would be in a position to submit a planning application in autumn 2020. The development would commence summer 2021 with the first completed unit available summer 2022.

<b>701</b>	<b>Mr M Carpenter</b>	<b>Organisation:</b> Enplan	<b>Behalf Of:</b> Sunley Estates	<b>Promoter</b>
<b>Reference:</b>	Reg18/701/1	<b>Type:</b>	Support	

Promoter

These representations are made by Enplan on behalf of Sunley Estates Ltd in relation to the Mid Sussex District Council Draft Site Allocations DPD (Regulation 18) consultation. They are made in support of draft policy SA15 which proposes to allocate the site known as Land South of Southway, Burgess Hill for residential development.

It is considered unlikely that the site would be developed for business uses now given the lack of delivery over the more than 25 years that the site was allocated for such development, despite two planning permissions for business use being granted, both of which expired many years ago. Furthermore, there is no appropriate access to the site from the public highway for commercial uses.

6.2 It is not considered that the site makes a significant contribution to the Local Green Space in terms of recreational value, beauty, historic significance or biodiversity and, unlike the rest of the designated LGS to the north, the site is within private ownership. The inclusion of the site within the larger LGS does not accord with national policy.

6.3 The site is currently private land which is enclosed by fencing. An allocation for development would deliver an area of open space for the community in perpetuity.

6.4 The site is in a highly sustainable location and a residential development along with an area of informal open space could deliver a number of benefits to the local area. These would include: the provision of new homes, including much needed affordable homes; new area of informal open space accessible to the public; improvements to the existing PRoW allowing for pedestrian and cycle shared access; green infrastructure enhancements linking to surrounding foot and cycle ways; biodiversity net gains; and potential additional financial contributions through a Section 106 Agreement or CIL, when adopted by the District Council.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/15	<b>Type:</b>	Object	

SWT objects to the allocation of a designated Local Green Space for housing. This is not compliant with NPPF paragraph 101 which states that policies for managing development within Local Green Space should be consistent with those for Green Belts i.e. in line with the requirements of chapter 13 of the NPPF.

We do not believe that MSDC have justified the ‘inappropriate construction of new buildings’ within a local green space. In particular, the fact that this area of the LGS is ‘overgrown and inaccessible’ does not negate its value. The Burgess Hill Neighbourhood Plan states that this LGS is an important “green lung” for the west of Burgess Hill, a function which does not require accessibility. The NPPF is clear that LGSs should only designated where they are demonstrably special. The Planning Inspector who examined the Burgess Hill Neighbourhood Plan clearly felt that this had been demonstrated and therefore the site should be protected.



<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/16	<b>Type:</b> Object		
<p>Whilst we object to this allocation, if MSDC are minded to retain it, the requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy:          'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design.          Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/53	<b>Type:</b> Neutral		
<p>The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/26	<b>Type:</b> Neutral		
<p>SA 15 Land South of Southway, Burgess Hill</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Bus stop RTPI provision on highway at Royal George Rd</li> <li>• Provide improvements to bus stopping facilities on Royal George Rd including provision of RTI displays</li> <li>• Contribute to the improvements to the bus and rail interchange at Burgess Hill station</li> <li>• Contribute towards additional and enhancement of cycle parking provision at Burgess Hill station</li> </ul>				

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b> Burgess Hill Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/667/11	<b>Type:</b> Object		
<p>The Council notes that this site was supposed to be part of the 'Green lung', and has a significant number of trees. This Site Allocation would contradict the Town Council's Environmental Charter, and any significant loss of trees would impact the aim to be carbon neutral by 2050. It must be noted that we are now in a climate emergency. The Council would like to highlight that the area is a habitat for nightingales, a species on the red list and in danger of extinction.</p>				

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/667/12	<b>Type:</b>	Object			
Site Allocation SA15 contravenes District Plan policies DP7, DP21, DP22, DP26, DP37, DP38, Neighbourhood Plan core objective 5, and Neighbourhood Plan policies G1 and G3.						

<b>667</b>	<b>Mr S Cridland</b>	<b>Organisation:</b>	Burgess Hill Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/667/13	<b>Type:</b>	Object			
There should not be any significant development until the impact of the existing major developments has been fully absorbed and understood. When looking at future housing sites it should be done in a more strategic manner, rather than looking at individual sites in isolation.						

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/8	<b>Type:</b>	Object			
<p>Impact of Burgess Hill sites SA 12 to SA 17</p> <p>With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.</p> <p>***note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,</p> <p>Valebridge Road to Wivelsfield Station there are no transport links between HH and BH. Contract needed with Metrobus reference sustainable transport between BH/HH.</p> <p>Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD "HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem.</p> <p>HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application.</p> <p>Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.</p>						

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/23	<b>Type:</b>	Object	
<p>We are disappointed to see this designated Local Green Space in Burgess Hill's neighbourhood plan allocated for development, primarily (it appears) because it is overgrown and unsightly. We are also surprised that, as a Local Green Space, the site is largely fenced off. Delivery of the Council's housing target does not require allocation of this small site. We believe that rather than allocating this as a housing site, your Council should be more ambitious and seek to work with Burgess Hill Town Council and local amenity groups to bring this land into fit condition compatible with its designation and ensuring its future amenity usefulness. There would be no such environmental gain from developing this site. Already much of the immediately surrounding area has been lost to development over the last decade. Preservation of this last green section matters therefore.</p>				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/14	<b>Type:</b>	Object	
<p>It is clear that there are substantial issues with deliverability and availability of this site given these constraints and the site should be deleted as a proposed allocation until this can be adequately demonstrated.</p>				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/13	<b>Type:</b>	Object	
<p>The DPD describes the site as overgrown and inaccessible land designated as a Local Green Space in the Burgess Hill Neighbourhood Plan. It is unclear whether this site was ever previously in use a playing pitches and whether re-provision of this space would be required under Sport England policies. This needs to be confirmed in any subsequent iteration of the Sites DPD.</p>				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/14	<b>Type:</b>	Object	
<p>It is clear that there are substantial issues with deliverability and availability of this site given these constraints and the site should be deleted as a proposed allocation until this can be adequately demonstrated.</p>				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/13	<b>Type:</b> Object		
<p>The DPD describes the site as overgrown and inaccessible land designated as a Local Green Space in the Burgess Hill Neighbourhood Plan. It is unclear whether this site was ever previously in use a playing pitches and whether re-provision of this space would be required under Sport England policies. This needs to be confirmed in any subsequent iteration of the Sites DPD.</p>				

<b>694</b>	<b>Mr A Ross</b>	<b>Organisation:</b> JLL	<b>Behalf Of:</b> Anstone Developments	<b>Developer</b>
<b>Reference:</b>	Reg18/694/6	<b>Type:</b> Object		
<p>In addition we have a comment on the site that the SADPD seeks to allocate at land south of Southway, Burgess Hill. The site is designated as Local Green Space in the Burgess Hill Neighbourhood Plan. National policy requires that Local Green Spaces are afforded the same level of protection as Green Belt and therefore should only be released in 'exceptional circumstances'. There is no assessment in the SA, the Site Selection Paper or the Plan as to what the circumstances may be. Therefore, this allocation is unsound and should be removed.</p>				

<b>971</b>	<b>Cllr A Eves</b>	<b>Organisation:</b> Burgess Hill Town Councillor	<b>Behalf Of:</b>	<b>District Councillor</b>
<b>Reference:</b>	Reg18/971/1	<b>Type:</b> Object		
<p>I object to this site being built on, on grounds of:  District Plan policy 38, which says we should be enhancing biodiversity. There are nightingales,owls, bats, and great crested newts in this site. We are already about to hound the nightingales out from the Freeks Lane site : we cannot make the same mistake twice in one town.  Neighbourhood Plan p69-70, on local green space: this site is "well used for recreational purposes and is an important 'green lung' for the west of Burgess Hill".  It would also be counter to Neighbourhood Plan policies CO6, CO5 and CO3.</p> <p>I also object to the way in which the shortlist was formed: the final meeting had no-one present from Burgess Hill and no-one present from the newly-elected parties, so it lacked geographical and political balance. There was a lack of due process.</p>				

1327	Mrs Linda	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1327/1	Type:	Object			

General information:- Proposed site area listed as 1.2 hectares/ Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called 'protected woodland'. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly.

<b>38</b>	<b>Mrs E Acton-Stewart</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/38/1	<b>Type:</b>	Object			

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Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 ~~L~~ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 ~~V~~ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 ~~T~~raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 ~~P~~arking

2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 **Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery



vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1361</b>	<b>Mr R Armour</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1361/1	<b>Type:</b>	Object
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3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

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Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

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5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

1320	Mrs D Baiakrisknan	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1320/1	Type:	Object			

Dear Neighbour

HELP US STOP DEVELOPMENT of the ecological site opposite Linnet Lane 30 Houses Proposed

I am a resident at Siskin close in your estate. Some neighbours and I attended the public meeting Monday 14th October 2019 to see the development site proposals for public comment. We have serious concerns about losing this amenity, for safety of young children playing, INCREASE 70+ CARS highways and parking issues, on ecology issues, cycleways, footpaths and potential land ownership issues and have produced this objection document.

Please can you read, write your address (and name if possible) return this document to me  
1 Siskin Close (house with green triangle of communal grass in front)  
And I will deliver it to the Council for hopeful consideration and future rejection DEADLINE 18th NOV.

I am in discussions with our Independent Councillor PETER CHAPMAN (someone who has lived in this Victoria Ward for many years) and he has set up a HELP POINT in Burgess Hill for you all to air your views on Saturdays 10 - midday so please go along if you would like to talk to him. His written response yesterday to me:-

Naturally, I'm totally against this site being developed on. Speaking of which, Cllr Janice Henwood and myself decided to start opening the Burgess Hill Town Council Help Point on Saturday mornings from 10am-Noon, mainly to speak to residents about the new site proposals. I am waiting to meet Sally Bloomfield - Head of planning, to get some further clarification on the site and the true consultation process. Your document will prove very useful. I was really surprised at the amount of feeling at the public meeting last Monday as MSDC had insinuated that the site 'SA15' was a continuation of the current development. Of course, residents then revealed that the developer had said the land wouldn't be built on for a number of years!

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0Parking

2.1Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

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<b>1356</b>	<b>Mr R &amp; E Butler</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1356/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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**3.1 Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

**3.3 Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

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Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

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vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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1354	Mrs Z Carroll	Organisation:		Behalf Of:		Resident
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Development construction:- this will cause disruption to wildlife species.

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vehicles etc)

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

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Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

1346	Mr & Mrs Davies	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1346/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0Parking

2.1Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 **Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

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2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

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footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

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Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.



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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We would like to ask the following :-

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

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There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

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5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1341</b>	<b>Mr P N Diss</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	<b>Resident</b>
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<b>Reference:</b>	<b>Type:</b>
Reg18/1341/1	Object

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

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1345	Mr & Mrs Earp	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1345/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

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### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.



4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

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vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

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1350	Mrs D Evans	Organisation:		Behalf Of:		Resident
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1360	Mr & Mrs H & L Everest	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1360/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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List of Objections:-

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Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 Parking

2.1 Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 Unsafe pedestrian access:- The above practice restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 Free parking:- Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 Residents existing parking:- Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 Visitor parking allocation to existing site:- Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2 no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 Parking – proposed new location:- Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 Footpaths

3.1 Footpaths:- looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 Street lit footpath to rugby field:- Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 Cycling:- Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 Often’ overgrown footpath continuation Skylark Way:- We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 Environmental issues:-

4.1 Existing environment:- Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

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**1329** **Mrs H Farrant** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

SA15 proposed site allocation Land Southway Neighbourhood Pland

Further to my letter dated 14th November 2016, I have received eight additional objections to the development of land SA15 and I list those residents below:-

The above residents have signed and given their addresses in full agreement with the contents of the acched report.  
In anticipation of your reply.

**124** **Mrs H Farrant** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Land south of southway burgess hill:

70 plus allocation of car traffic unacceptable to existing narrow feeder roads. Proposed access is inbetween 2 blind bends. Existing estate has dropped kerbs throughout and cars park 9n these both sides of the road and it is already unsafe for pedestrians especially with prams and young children walking to town centre through twitten to rugby field or to Southway primary school. There is already not enough parking provision on the ex is ting estate and the propproposal to remove 2 further bays is not acceptable.

The existing environmental habit is an ecological site for nightingales and buzzards. Foxes are being driven out of the area and the rat population has exposed in the last year due to fox es declining.

Removing the mature oaks and established hedging provides sites for the nightingales to live.

This is not scrub land but a managed ecological habitat which we cannot afford to loose and replace with hard landscaping....

**123** **Mr S Farrant** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

My primary concern is pedestrian safety and provision of sufficient vehicle parking.

Linnet Lane is already unable to cope with 2 / 3 cars per household and to lose at least 2 spaces combined with increased traffic movements from additional 30 units as proposed will create unacceptable congestion and pedestrian risk. At a minimum main access must be considered from Southway

Additionally Croudace Homes reassured us in 2015 that there was no way the proposed site would be developed for 20 years . I would like to know why they lied and whether any bribery has occurred in arriving at the current consultation.

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

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5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

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Witnessed more than one murmuration of Starlings from that land

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Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1369</b>	<b>Mrs H Farrant</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1369/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

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**2.4 Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

**2.5 Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

**2.6 Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

**2.7 Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### **3.0 Footpaths**

**3.1 Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

**3.2 Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

**3.3 Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

**3.4 Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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752	Mr M Fell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/752/1	Type:	Object
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Site Selection Paper 3 Appendix B Housing recommends SHELAA#594/SA15 Land South of Southway, Burgess Hill as suitable for development based on the Sustainability Appraisal Regulation 18 September 2019, which states: “There are no formal biodiversity designations (Ancient Woodland, SSSI, Local Nature Reserve, etc) on or adjacent to any of the site options.”

I strongly object to this for the reasons below and ask that, should this area be developed further, broad wildlife corridors are maintained on the northern and eastern perimeters to protect the remaining wildlife.

Burgess Hill Referendum Neighbourhood Plan 2015-2031 Appendix E defines V14 Land South of Southway as “Open Space to be protected” This is in accordance with Policy G1 Areas of Open Space, which fulfils Core Objective CO 6.

Policy G3 Nature Conservation and Biodiversity states “The existing West Park reserve will be extended to include Pookebourne Stream and Woodland” It also states “In addition, the Town Council will seek appropriate improvements to the habitat network in development proposals wherever possible”.

Policy G4 Local Green Space states: “The following sites and areas and sites are designated as Local Green Spaces and protected from development: Land between Chanctonbury Road and the railway line. The green space forming part of Burgess Hill Rugby Club on the boundary of Dunstall ward (Sparrow Way) and Snake Wood (ancient woodland).”

Thirty years ago, the wooded area on the Eastern boundary of V14 was locally referred to as Snakes wood. At the centre were the remains of an old claypit surrounded by some of the oldest trees in the area (some decaying which attracted woodpeckers). It extended down to the Pookbourne, which taken as a whole, comes close to the definition of “Ancient woodland”.

The satellite view clearly shows that the eastern and northern perimeters of the field form important wildlife corridors between the Pookbourne and ponds and wooded area south of the Rugby field. Linked to the Pookbourne, this provides a larger wildlife environment than the West Park Nature reserve to the North, which has already become isolated.

In the 30 years since the field South of Souhway was farmed, a natural grassland developed which eventually became natural woodland with good biodiversity. I regularly saw grass snakes woodpeckers, bats, and newts around here, but a recent lack of sightings suggests that mis-management of development and over zealous landscaping have had a severe impact on the wildlife.

On a positive note, Tawny owls are currently using the north east corner of the field for hunting.

I say ‘over zealous landscaping’, because the southern end of the eastern perimeter was recently cleared then replanted. At the same time the old clay pit in the centre of the wood was filled in, presumably by the developers. The main footpath through the field had always been from Southway, through Snakes wood down the eastern perimeter to the concrete bridge over the Pookbourne. This is clearly visible in Map SSH15 on the council website. The developer angered local residents by fencing this off and pretending that the main footpath ran diagonally across the field. Some people did indeed take that route, but I do not recall its existence when the field was farmed. The developer also fenced off the path along the northern perimeter which was used as a bridleway prior to development. Perhaps Snakes wood will be redefined as a nearby wood which never had snakes.

I am concerned that this area will be landscaped to appeal to house buyers instead of managed to support wildlife. Prospective buyers may be less enthusiastic about snakes and bats entering their property.

Biodiversity takes decades to develop but can be wiped out in a day. For instance the pond at the south east corner of the rugby field had a diverse population of dragonflies and damselflies which disappeared when the base of the pond was broken up by a mechanical digger. The Pookbourne had numerous small fish until a diesel spill entered from the drains off Victoria road. Nobody was ‘caught in the act’.

In summary, the council should either reject the allocation of SHELAA#594/SA15/V14 for housing development or put in place binding restrictions that impose broad wildlife corridors on the eastern and northern boundaries of this former field.



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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We would like to ask the following :-

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

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There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

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**5.1 Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

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#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1348</b>	<b>Mr R Hammings</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/1348/1		<b>Type:</b>		Object

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0Parking

2.1Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

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Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

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1363	Mr G Hancock	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1363/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

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When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 Highways

1.1 Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 Parking

2.1 Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 Unsafe pedestrian access:- The above practice restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 Free parking:- Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 Residents existing parking:- Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 Visitor parking allocation to existing site:- Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2 no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 Parking – proposed new location:- Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 Footpaths

3.1 Footpaths:- looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 Street lit footpath to rugby field:- Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 Cycling:- Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 Often’ overgrown footpath continuation Skylark Way:- We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 Environmental issues:-

4.1 Existing environment:- Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

Reference: Reg18/45/1

Type: Object

Thank you for offering us the chance to comment about the planned changes to land use as detailed in your site allocations document as detailed on your website: <https://www.midsussex.gov.uk/planning-building/development-plan-documents/> . While we welcome the general concept of the plan, we do have concerns about the implementation and details of the plan for Burgess Hill's expansion.

As residents of Southway, Burgess Hill in a property that abuts the proposed development of 30 new houses on the land immediately to the south of Southway (Ref: SHELAA 594 in the Site Allocation Development Plan document <https://www.midsussex.gov.uk/media/4388/site-allocations-development-plan-site-selection-paper-3.pdf>), we have grave concerns about the viability of this specific plan and object to it.

The reasons for our objections and questions that arise are as follows:

General: Burgess Hill expansion

• While we support the overall ambition to implement the Burgess Hill neighbourhood plan as outlined in October 2015, having now been able to view the wider district plans it seems that compared to other towns in the district, Burgess Hill is carrying a disproportionate share of the burden for mid- Sussex's expansion plans in relation to its infrastructure. Towns such as Hayward's Heath, East Grinstead and Crawley arguably have better capacity to absorb the burden on local services such as schools and large and emergency medical facilities. Burgess Hill is the only significant town in the Council District without a major healthcare facility and is comparatively less well served by regional and national transport infrastructure. Without plans to provide this additional support for the community in Burgess Hill, the wider town expansion plans do not appear viable. So as to alleviate concerns about overstretch on resources within the community, we would welcome clarification of the plans and timetable to address these issues.

• Coupled with this, as the plans to redevelop the Marletts in the town centre are subject to further revision, apparently reducing the volume of car parking and retail spaces, while increasing units of accommodation; to provide clarity for future investors, with revised employment figures, and the need for housing in the town, it seems appropriate to reconsider the economic impact of these changes on the town's development plans. Likewise, as the proposed new plans include increasing the height of proposed new buildings in the town centre that may have an impact on the historical architecture and culture of the town we are concerned that the original business case for this redevelopment and its wider social impact may no longer be relevant or credible. Given these changes, we would welcome clarification and evidence that shows any revisions to the original plan for the Martletts/ Burgess Hill town centre area will deliver value for money benefits enhancing the quality of life for the residents of Burgess Hill.

• Following recent news reports, it seems that the Mid-Sussex District Council (MSDC) plans for more housing in the district appear to contradict current central government policy to encourage the UK population to move to the North of the UK. Following this change in policy, it would reassure residents for MSDC to clarify how it has reviewed its development policy in complying with new central government ambitions and has secured the funding to implement existing plans, without any recourse to any loans that will increase Council tax demands in the district.

• Since December 2018 HMG Policy is for all housing developments to have between 35 and 50% as affordable housing. The plan proposed by MSDC does not seem to meet this requirement and only provides 30% affordable housing in Burgess Hill. It would be helpful if you would please explain what steps are being taken to correct this.

• So that the public can better understand the quality of these development plans and to encourage young professionals to relocate to the area, please publish the criteria MSDC uses to define affordable housing, alongside the calculations used to establish the recommended retail price that MSDC expects affordable housing to be offered to the public. And so that residents are confident that there will be an open and transparent market for such accommodation, we would welcome details of how MSDC will ensure that private developers comply with this ambition ensuring such housing stock on each development with 10 or more will be available for the general public and not commercial operations, for purchase.

Specific concerns for the proposed development, land south of Southway, Burgess Hill Ref: SHELAA ID 594

• The proposal to develop the land south of Southway, Burgess Hill (SHELAA 594) is presented as a continuation of the plans submitted and rejected by MSDC for the development of property on the same site in 2008. The subsequent revised plans, Planning Application 09/00602/FUL for 94 units of accommodation was agreed on appeal for a smaller site that does not extend as far north, stopping south of the east-west footpath on the north of the site. Consequently, without notice for change of land use or extension to the previous agreed planning permissions we would welcome confirmation that this northward extension for the proposed site is not intentional and any planned development remains south of the footpath.

• If the proposed new northern boundary identified for development as SHELAA 594 has intentionally been extended beyond the site granted permission in planning application 09/00602/FUL, so that we can make informed decisions please explain why this differs from the original planning application and residents were not directly consulted about the potential impact on their properties and quality of life?

- You should be aware that the proposed site for the new development will abut the rear of Southway properties, and many of these have large mature trees with crowns that extend across the edge of the northern footpath identified on proposed site map. Given that it is not permissible to build beneath these tree crowns and without any change in planning permission or building legislation, should this development proceed we would welcome insight into how the development will be managed without disturbing these trees.
- Similarly the outline for the proposed development appears to encroach into the protected ancient woodland to the west of 59 Southway and would appear to contradict MSDC plans to preserve this area. We would appreciate confirmation that there has been no change in MSDC policy to protect this wooded area and that any development will not extend beneath the crown of the trees on the southern edge of this woodland and preferably remain south of the public footpath.
- Residents of Southway and Linnet Lane enquired about purchasing some of this land earmarked for the development, but were told by MSDC representatives as recently as 2017 that it had been reserved as public right of way and an open space and was not available for private purchase as development plans had been shelved for 25 years. Given this contradictory advice, please clarify the approximate timetable for any development and provide an explanation preventing existing residents from purchasing land adjacent to their properties, should they wish to do so.
- Many of the objections that were raised against Planning Application 09/00602/FUL still apply. These include: loss of light and privacy, noise and disturbance, protecting habitats for rare and protected species, such as crested newts. Please advise us about the measures MSDC have and will take to mitigate the issues raised then so that they do not apply to this proposed development.
- The area described as overgrown and inaccessible to the general public is only in this state because the security fencing surrounding the estate to the south of Southway was not removed when construction finished on the existing development of planning application 09/00602/FUL. Were this fence to be removed and public access allowed to the footpath that runs east to west behind Southway it would restore a convenient public footpath and release a pleasant green, recreational space, in keeping with the MSDC local Green Space policy and adhere to the original planning permission. To help maintain the semi-rural atmosphere of the area should any further development in this area take place, we would prefer the original option to keep the footpath be implemented.
- Separately, to provide clarity about restricting public access to this footpath since completion of the existing estate please advise us where we can see the MSDC's sign off documents for completion of the existing 09/00602/FUL development and site clear up.
- The existing development, south of Southway, has narrow roads and pavements with tight 90 degree corners that have been the site of a number of road incidents and are a concern for vehicle users and pedestrians. This raises concerns for the safety of pedestrians particularly children travelling on the estate as they try to access nearby green playing spaces, such as the Rugby Club. It also increases road noise and raises doubts that the layout for the development may not follow the MSDC guidelines for pedestrian friendly streets, (see chapter 4 of: [https://www.midsussex.gov.uk/media/4483/mid-sussex\\_design\\_guide-supplementary-planning-document\\_2019.pdf](https://www.midsussex.gov.uk/media/4483/mid-sussex_design_guide-supplementary-planning-document_2019.pdf)). With increased vehicle traffic likely if this development is completed, we would welcome clarification about the precautions that will be put in place to improve pedestrian safety on the existing development and proposed new site.
- Likewise, the narrow roads on the existing estate coupled with a limited number of parking spaces already raises issues for the provision of adequate parking, loading and turning space in the area. This appears to have encouraged residents and visitors to seek car parking in Southway extending the congestion to other nearby roads and raises doubts for further development in line with the MSDC's own guidance. As such, we would welcome clarification of MSDC's plans and assurance to reduce congestion and road hazards in association with this and all developments that reflect the reality of actual numbers of road users.
- Previous plans to develop this site with more than 90 houses were rejected in 2008 and initially in 2009 and no explanation for the change on appeal was provided to existing nearby residents. The proposed 30 new dwellings together with those already built on the existing on the development covered by application 09/00602/FUL, appear to exceed the 94 units permitted for development on this site. Consequently, together with the points raised above, we believe that the plan to build 30 new dwellings on the land south of Southway would result in over-crowding with an unsustainable number of dwellings in the area and that would not be in keeping with the area.
- Furthermore, coupled with the approved increases for building new dwellings on the northern arc of Burgess Hill and the proposed additional accommodation units in the centre of Burgess Hill, with the likely stress on the town's infrastructure we question the business case and necessity of building new dwellings south of Southway. As such, we would like to see this plan (SHELAA 594) cancelled and no further development of new dwellings considered until other major projects, including the Burgess Hill Northern arc development are completed.

We appreciate that we have commented on a number of issues and look forward to these being addressed in the consultation report, or in a direct response that we can share with our neighbours and other interested parties. Please let us know if you would like us to elaborate on any point or if you require further information.

We would be grateful for your acknowledgement of receipt of this e-mail and confirm that it meets the requirement for the consultation.

1357	P J Harrow	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1357/1	Type:	Object
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1.5 Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 Parking

2.1 Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

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Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

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The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.



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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

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4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company “HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

1296	Mr Harrow	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1296/1	Type:	Object			

It occurs to me that as the roads in this estate are still not adopted by the local authority that they presumably do not have the right to grant access to this proposed development.

<b>1337</b>	<b>Mrs S Hooker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1337/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 ~~L~~ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 ~~V~~ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

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As follows:-

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3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

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### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

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Development construction:- this will cause disruption to wildlife species.

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vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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<b>1336</b>	<b>Mr J Hosker</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1336/1	<b>Type:</b>	Object			

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

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5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

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vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

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<b>1339</b>	<b>Mrs S Jedrzejewska</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1339/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

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Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

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1.5 ~~T~~raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 ~~P~~arking

2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase



footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

**2.3 Unsafe pedestrian access:-** The above practice restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

**2.4 Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

**2.5 Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

**2.6 Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2 no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

**2.7 Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### **3.0 Footpaths**

**3.1 Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

**3.2 Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

**3.3 Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

**3.4 Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

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1342	Mr & Mrs R & S Lane	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1342/1	Type:	Object
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Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

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We would like to ask the following :-

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

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Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1358</b>	<b>Mr I &amp; S Margetts</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	<b>Resident</b>
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<b>Reference:</b>	<b>Type:</b>
Reg18/1358/1	Object

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 ~~L~~ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

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<b>1365</b>	<b>Mr T Matiringe</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1365/1	<b>Type:</b>	Object			

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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**3.1 Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

**4.2 Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

**4.3 Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1. Is there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2. Is there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3. Are there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4. Whether the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

**4.3 Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.4 Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.5 Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.6 Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

**4.7 Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.8 Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

**5.0 Development construction:-**

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Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

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Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

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Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>103</b>	<b>Mr &amp; Mrs B &amp; A Parrett-Jung</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/103/1	<b>Type:</b>	Object			

We believe there is a covenant on the land just behind the properties of Southway. Our understanding is it means this land cannot be built on/ developed. Please would you investigate with the Land Registry and get back to us.

<b>539</b>	<b>Mr &amp; Mrs A Parrett-Jung</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/539/1	<b>Type:</b>	Object			

It has come to our attention there are outline proposals for residential development (30 units) on the land to the south of Southway. We believe there is a restrictive covenant on this land which prevents any development from taking place (see attached). We recall, for this reason, the general arrangement plans of the recent residential development (Land North of Maltings Park 09/00602/FUL) includes the current green space between this development and that of the existing Southway housing as the covenant restricted any building works back then. I believe the planning consent drawings for (09/00602/FUL) indicated this area was for 'recreational use'. We are aware that planning permission may be applied for and granted, however, this land may only be developed if the covenant is modified or removed. I trust if planning permission is submitted for this site you will serve notice, to those effected, as required under the Town and Country Planning Act, and likewise will inform us if action is taken to amend or remove the covenant. As you may expect we will seek to ensure this covenant is enforced and, if necessary, will object to any modification, amendment or removal.

<b>1355</b>	<b>Mr R Rainback</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1355/1	<b>Type:</b>	Object			

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 ~~L~~ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 ~~V~~ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 ~~T~~raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 ~~P~~arking

2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 **Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

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This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

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2.0Parking

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2.2Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

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4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company “HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

<b>1352</b>	<b>Mrs K Slaney</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1352/1	<b>Type:</b>	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

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1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

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“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.



68	Ms P Southam	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/68/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 ~~V~~ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 ~~T~~raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 ~~P~~arking

2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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**2.4 Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

**2.5 Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

**2.6 Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

**2.7 Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### **3.0 Footpaths**

**3.1 Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

**3.2 Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

**3.3 Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

**3.4 Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### **4.0 Environmental issues:-**

**4.1 Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

**4.2 Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

**4.3 Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

**1** Is there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

**2** Is there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

**3** Are there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

**4** Whether the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

**4.3 Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.4 Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.5 Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.6 Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

**4.7 Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

**4.8 Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

**5.0 Development construction:-**

**5.1 Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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141	Mr A Thomas	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/141/1	Type:	Object
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I would like to object to the proposed development of private land (referred to as ‘Southway’) highlighted in the October 2019 consultation document. As a resident of Linnet Lane (note the incorrect reference to ‘Linnets Way’ in the document) I believe the development of the Southway land would be misguided on a number of counts, not least the significant extra traffic loading that would be placed on the residential roads of Linnet Lane and its surrounding routes. When Croudace Homes developed the estate some six years ago, the permitted layout and narrowness of the roads has resulted in ‘single-file’ traffic, exacerbated by parking from residents and associated visitors. At most times of the day, but particularly during evenings and weekends, the roads are significantly congested with residential traffic and frequent delivery vehicles. There are various bottle-necks and pinch-points that are ill-equipped to cope with current levels of traffic, let alone an increased demand from the proposed additional properties. A good example of this is the ‘quadruple-junction’ between Linnet Lane, Brambling Way and Skylark Way (see attached image). The angle of the junction provides blind-spots and the risk of vehicles meeting from four different directions, with little room for manoeuvre. It’s only a matter of time before an accident occurs at this location (if one hasn’t occurred already). The issue of congestion on these roads is made worse during office hours by staff and visitors from/for local businesses (Park Cameras, Kiddi Caru nursery, Post Office depot and DPD, to name a few), who use the residential roads as overflow and free parking – often parking inconsiderately and on paths and junctions, which presents a significant hazard to pedestrians and other road users. Furthermore, the lack of traffic calming measures throughout the estate results in vehicles driving at speeds that are higher than acceptable for a residential zone, which poses a significant risk to families that reside, and children that play, in this otherwise quiet and peaceful estate. I can't imagine the situation would improve. Aside from traffic concerns, the land also provides a positive aesthetic outlook for many residents, as well as the ecological benefits that woodland brings to the local surroundings, including blackberry picking and dog walking, as well as a haven for migrating starlings, owls, bats, and other wildlife. It was our understanding that there was an original plan by Croudace Homes (during development of the estate) to build a road joining Charles Avenue (Victoria Business Park) with the end of Skylark Way - opposite the flats that were built. This would have alleviated some traffic in and out of the estate. Whilst this may have provided some solution to the concerns noted above, I press the point that regardless of this, none of the roads in and around Linnet Lane are equipped to handle additional traffic loading. So to summarise, I strongly object to this development due to concerns over increased traffic, its impact on safety, as well as its detrimental effect to the local environment (noise, outlook and wildlife).

1344	Mrs K Trumper	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1344/1	Type:	Object
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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

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In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

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1366	L Uright	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1366/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

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Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 Highways

1.1 Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 Parking

2.1 Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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<b>1367</b>	<b>Mr &amp; Mrs Vinall</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	<b>Resident</b>
<b>Reference:</b>	Reg18/1367/1	<b>Type:</b>	Object	

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C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0Highways

1.1Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

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2.1Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

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Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery



vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

1297	Mr & Mrs M & J Wamer	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1297/1	Type:	Object			

Allocated development land south of Southway, Burgess Hill Victoria WardHELP US STOP DEVELOPMENT of the ecological site opposite Linnet Lane 30 Houses Proposed

I am a resident at Siskin close in your estate. Some neighbours and I attended the public meeting Monday 14th October 2019 to see the development site proposals for public comment. We have serious concerns about losing this amenity, for safety of young children playing, INCREASE 70+ CARS highways and parking issues, on ecology issues, cycleways, footpaths and potential land ownership issues and have produced this objection document.

Please can you read, write your address (and name if possible) return this document to me  
1 Siskin Close (house with green triangle of communal grass in front)  
And I will deliver it to the Council for hopeful consideration and future rejection DEADLINE 18th NOV.

I am in discussions with our Independent Councillor PETER CHAPMAN (someone who has lived in this Victoria Ward for many years) and he has set up a HELP POINT in Burgess Hill for you all to air your views on Saturdays 10 - midday so please go along if you would like to talk to him. His written response yesterday to me:-

Naturally, I'm totally against this site being developed on. Speaking of which, Cllr Janice Henwood and myself decided to start opening the Burgess Hill Town Council Help Point on Saturday mornings from 10am-Noon, mainly to speak to residents about the new site proposals. I am waiting to meet Sally Bloomfield - Head of planning, to get some further clarification on the site and the true consultation process. Your document will prove very useful. I was really surprised at the amount of feeling at the public meeting last Monday as MSDC had insinuated that the site 'SA15' was a continuation of the current development . Of course, residents then revealed that the developer had said the land wouldn't be built on for a number of years

<b>1362</b>	<b>Dr C Wang</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1362/1	<b>Type:</b>	Object			

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

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Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

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6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

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7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

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Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

126	Mr G Watts	Organisation:		Behalf Of:		Resident
Reference:	Reg18/126/1	Type:	Object			

Please note my comments which are the strongest possible objection to the 30 houses development in the land south of south way. In particular the site access. The small slim and quiet road (linnet lane) is not adequately prepared for 70 odd new car traffic, let alone the trucks using linnet lane for 2 years while the properties get built, have councillors or developers ever been to the site to consider this, The proposed entrance is in the middle of two tight blind corners, it's quite literally a death trap already, let alone with this proposed additional traffic. The linnet lane cut through to south way school is already without a direct pavement, this additional trffic will make this journey much more perilous. Also when I bought my property i was told the land was protected by various people for 25 years and no building would occur on the land. Also if this development Ahead it goes through 2 linnet lane parking spaces, these are allocated in the deeds of the house, so surely they cannot just remove two parking spaces on a whim. The starlings in the trees would be impacted as well as all other wildlife by tree removal and this along with the dodgy site entrance, stealing parkig spaces from existing residents, more traffic in a little skinny stretch of road and will encourage more kerb dropside Parking in an already cramped estate. There is no speed signs, speed bumps or anything to deter speeding drivers and this fact as well other noted, means a massive objection from me!!!

<b>1351</b>	<b>Mr J Winter</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1351/1	<b>Type:</b>	Object			

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

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B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

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Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

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This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

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2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase



footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 **Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

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1349	Mr I Womersley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1349/1	Type:	Object
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Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

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Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 Cycling:- Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

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Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

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When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

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Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

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We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

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This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

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Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

1023	Mr A Woodrow	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1023/1	Type:	Object			

I believe there are plans to build a 30 house developmeny on the small plot of land to the south of Southway. I also understand that there is a restrictive covenant on the land which prevents any such development. Please be aware that I will firmly oppose asny attempt to negate this covenant should the planning process proceed.

Please also be aware that the site is home to a wide range of wild life, which would clearly be at risk should any deevlopment take place.



<b>1359</b>	<b>Mrs A Worsfold</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/1359/1		<b>Type:</b>		Object

General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 ~~H~~ighways

1.1 ~~H~~ighways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 ~~L~~ocation of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 ~~V~~ehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 ~~T~~raffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 ~~P~~arking

2.1 ~~E~~xisting parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 ~~D~~ropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

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Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.

862	Mr J Wright	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/862/1	Type:	Object
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General information:- Proposed site area listed as 1.2 hectares / Development guidelines 30 properties per hectare / 30% affordable housing allocation

Before the existing Croudace small residential estate was completed, this land was an arable field used for hay or wheat. One side of the field was bordered by a thick Blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring. Photos below c1975.

When the last of the new Phase 2 Croudace homes were built 5 years ago, an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. The nightingales continue to sing in the spring on the area of so called ‘protected woodland’. We have also seen Buzzards flying low over the area this summer, and have found Elephant Hawk Moth Caterpillars, and in previous years have watched fox cubs playing. Bats and owls fly through the estate regularly – see details below.

Although a small urban area, this woodland is supporting a variety of species, and connects to the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

Matters Requiring Clarification:-

We are in need of your clarification regarding the following which we would then wish to retain the right of making further comment.

A The type of housing stock to be constructed on the development site?

B Why at this juncture decision has been made to use Linnet Lane for access to the proposed construction site, notwithstanding the fact other points of access would be less disruptive during and after the construction phase. We have ourselves this issue with West Sussex County Council – see clause 1 below.

C A more definitive plan with precise boundaries forming part of the development site – see clause 6 below together with the various sub-sections below, under the heading “Potential Land Ownership Issues”

List of Objections:-

As follows:-

1.0 Highways

1.1 Highways/traffic:- We have been discussing the proposed site development South of Southway with Laura Walder at West Sussex County Council and she has asked that concerns and objections be listed and carefully documented and emailed to the Highways Team , customer.service@westsussex.gov.uk for their urgent comments and action. (this has been actioned – awaiting response)

Existing road access /Lack of infrastructure :- Inappropriate access road widths Robin Road, Woodpecker Crescent for a further 70+ cars with proposed development. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten potential danger despite the installation of warning signs “slow children” - this has increased significantly with Internet shopping in recent years and food delivery such as DPD/amazon prime etc.

1.3 Location of proposed access:- New proposals show proposed access road shows to be located between 2 blind bends on Linnet Lane directly opposite existing resident drives. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians who do not “know” the road layouts and location of homes

This existing Croudace estate is a “built – up” area and the general principle is that junctions are to be avoided near bends, unless adequate ‘sight lines/visibility splays’ and other ‘safety’ features can be achieved. Our concerns for any new access road in Linnet Lane to any potential housing development “Land South of Southway” are due to the fact it will adversely affect safety of both pedestrians and vehicle drivers. Forward visibility is vital - access to existing driveways, activities, junctions and other features will put residents and members of the public at risk.

1.4 Vehicular accidents:- 2.5yrs ago, a large white fully laden delivery van reversed from the staggered crossroads from Skylark Way up the hill towards Brambling Way at speed reversing round the corner into Woodpecker Crescent crashing into a stationary vehicle who had anticipated its erratic driving – it then drove at speed up onto the pavement on the wrong side of the road (Linnet Lane) prior to coming to a standstill. A lost delivery driver panicking at speed!

1.5 Traffic surveys:- The residents of the existing Croudace Estate would like to highlight that there are significant increases of vehicular traffic at different times of the day and different days of the week due to the following, (and this we feel has not been taken into account whilst preparing this site for listing as a potential development site allocation.)

2.0 Parking

2.1 Existing parking on York Road:- Existing vehicular parking on York Road (feeder road to Victoria Industrial Estate for juggernauts , delivery vans and cars is restricted due to car parking along this extremely busy feeder access road on both sides of the road especially outside Park Cameras and Kiddi Caru. The short distance from Jane Murray Way roundabout gives rise to ‘backing up’ of queueing traffic which will be worsened significantly if a further 70 vehicles from any proposed development is agreed. Furthermore, sightlines are significantly restricted affording difficult access from Robin Road to York Road especially during ‘rush hour’ due to the car parking along York Road (entrance feeder road to the Victoria Industrial Estate)

2.2 Dropped kerbs to Croudace estate:- Dropped kerbs on the whole of the existing estate allow car parking half on/half off existing pavement – any further proposed development will increase

footfall and vehicular traffic numbers making this unworkable and potentially dangerous.

2.3 **Unsafe pedestrian access:-** The above practise restricts safe pedestrian access on existing tarmac pavement zones. I.e. prams, double buggies, pedestrians with children & dog owners. Speed of “visiting” cars and more importantly Delivery lorries and vans heighten danger to pedestrians whereby they may not “know” the road well and cannot see around “blind bends”.

2.4 **Free parking:-** Robin Road and Woodpecker Crescent are currently used as ‘free parking’ sites for employees of “Royal Mail”, Kiddy Caru and other local employment sites in the adjacent light industrial estate Victoria Business Park. Recent extensions to double yellow lines in Robin road by Highways to aid visibility splays and safe access have forced such free parking further into the Croudace estate making pedestrian access and vehicular access even more problematic, dangerous and unacceptable.

Some people stagger parking at junctions particularly on Robin Road which gives rise to vehicular traffic using the ‘wrong’ side of the road to drive round these parked cars meeting oncoming traffic. This is highly dangerous and has given rise to many “near misses” and several accidents. This risk increases significantly in winter months with ice on the road (we do not receive any salt bins gritters – partly because the roads are too narrow)

2.5 **Residents existing parking:-** Currently there is inadequate provision for residents and visitor parking on the Croudace estate.

2.6 **Visitor parking allocation to existing site:-** Existing parking spaces Linnet Lane (Deeds of properties in Croudace existing estate (Phase 2) allocate visitor spaces (as part of afforded Amenity) adjacent to the proposed site development South of Southway School. New proposals state 2no visitor spaces will be removed to afford new access road to proposed development 30 homes and provision reallocated elsewhere. Loss of this amenity due to development would be hard to enforce if relocated in a differing “new estate” road.

2.7 **Parking – proposed new location:-** Concern is raised to the legality of this and how far into the proposed 30 home estate they will be allocated?

Visibility splays from road junctions and existing resident’s driveways from a car driver and a pedestrian coming out of their property is vital to afford safe egress from the street edge.

### 3.0 **Footpaths**

3.1 **Footpaths:-** looking at the Council ‘Ordinance Survey plan of the area (see attached) there are “Paths” marked (by a dashed line) to the north and east perimeter of the proposed development that are used as “unofficial” footpaths and have been used since 1975 at least by dog walkers.

3.2 **Street lit footpath to rugby field:-** Existing Croudace constructed site (planning application granted phase 1 homes 2009 and phase 2 application granted total for both 94 homes granted 2010) construction completed 2015 gave enhanced public footpath access to Rugby field/Burgess Hill town centre and Southway Primary School.

Adopted footpath leading to Rugby pitch Brambling Way / Linnet Lane junction footpath

Therefore, even more children and parents use this as safe access and currently need to walk in the road to get to the twitten and to school. Pedestrians from the Croudace (some 84 homes in Phase 1 and 94 in Phase 2) estate together with the existing wider estates along Sparrow Way etc

3.3 **Cycling:-** Routes to school, routes to facilities and neighbourhoods should be safe - our children are encouraged to cycle to school and often cycle up Linnet Lane to meet the adopted footpath shown above.

With the existence of the Brambling Way blind bend and a potential new junction to negotiate if Land South of Southway is developed, (and if 2 car parking spaces are removed from Linnet Lane) children’s and adult’s lives can be potentially put at risk. There is insufficient distance to introduce a new access road between 2 blind bends at this pinch point of vehicle, pedestrian and cyclist activity in our view.

Many adults cycle to work accessing cycle ways and there have been several accidents whereby cyclists (especially in wet conditions) when cycling south from Brambling way down Linnet Lane have fallen off their bikes when trying to brake on seeing an oncoming vehicle travelling towards them north up Linnet Lane.

3.4 **Often’ overgrown footpath continuation Skylark Way:-** We have spoken to the Footpaths Officer Laura Walder who has advised us that the existing footpath ref:- “32BH” across the existing Croudace site has been maintained regularly but where it crosses the private land prior to its end at Southway, it has not been maintained by the landowner. A kind Croudace resident has trimmed both overhanging sides to afford safe access to school for children who access this adopted footpath.

Many residents walk that footpath regularly and the Town Council need to enforce the landowner of the private land either side to maintain this footpath. See documents attached min 10 residents affording regular access to Town Centre and Southway school. We have been advised to contact West Sussex County Council “public Rights of Way” online to report overgrown footpaths for clearance. (Land Registry have landowner listed)

### 4.0 **Environmental issues:-**

4.1 **Existing environment:-** Before this small (Croudace constructed) residential estate was completed, this was an arable field used for hay or wheat. One side of the field was bordered by a thick blackthorn hedge, a known local site for nightingales. The nightingales could be heard every spring.

When the new houses were built (completed 4 years ago), an area of the field was left as a protected green space, retaining the Blackthorn hedge. This has now developed into a scrubland of oak, bramble and assorted native trees. See 4.2 below

The Nightingales continue to sing in the spring on the area of so-called protected woodland. We have also seen Buzzards flying low over the area this summer, and have found Bats, owls and this has been part of previous Planning approval see 4.2.

Elephant Hawk Moth Caterpillars, and in previous years we have watched fox cubs playing.

4.2 **Planning Application & Regulation Ecology Plan:-** Planning Application 09/00605/FUL entitled Submission of Details Pursuant to “Condition 8” ‘Ecology’ of Planning Permission on Land North of Maltings Park, Burgess Hill:- Documents clearly state that an Applied Ecology Ltd Report and Habitat Management and Maintenance Plan were required as part of the Planning Permission being granted. The document shown below states that this Condition 8 has been agreed and the condition discharged by the implementation of provisions for badgers, bats (bat boxes) and reptile habitats dated 12th March 2012. See copy letters photographed below.

Documentation also exists stating that “Condition 7” for Planning Permission relating to Planning Application 10/00107/FUL has also been agreed and discharged letter dated 23 March 2012. See copy letters photographed below.

Although a small urban area, this woodland is supporting a variety of species, and connects with the playing fields of Burgess Hill Rugby Club, and West Park Nature Reserve- and ultimately with the Green Crescent surrounding our side of the town.

4.3 **Sussex Wildlife Trust:-** Charlotte Owen has been contacted (Wildcall Officer) and she has drafted email replies as appended. “nightingales are protected under the “wildlife & Countryside Act” and it is an offence to damage or destroy an active nest”

We would like to ask the following :-

1 **Is** there any official form of ‘protection’ granted to this area as part of the existing Croudace estate development? YES See above (4.2)

2 **Is** there any official form of ‘protection’ granted to the site of proposed development South of Southway? YES See above (4.2)

3 **Are** there any binding measures put in place to prevent future damage, destruction or development on this part of the proposed development site South of Southway?

This is highly relevant and to be questioned and looked into further...Awaiting Sussex Wildlife Trust investigations.

OR

4 **Whether** the retention of ongoing management of this area was a formal condition of the previous Planning Condition?

It is our understanding , “Developers and Local Planning Authorities MUST seek to retain hedgerows and other valuable wildlife habitats, especially those that have been previously identified as “wildlife areas” and ensure that there is an overall net gain for biodiversity Ideally this area would be retained protected and sustainably managed but not necessarily for humans but wildlife. We need to ensure that as an important wildlife habitat, it is managed with the advice of Sussex Wildlife Trust.

4.3 **Nightingales:-** “Any applicant’s ecological report should also include a desktop search of species records held by the Sussex Biodiversity Record Centre for this area which would provide all known records for protected and priority species including Nightingales”. There have been sightings of nightingales on this site since 1975. – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.4 **Bats:-** Residents frequently see Bats flying from the west of Linnet Lane to the direction of Land South of Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.5 **Buzzards:-** Residents have seen Buzzards flying over this area regularly (last sighting during late summer 2019) Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.6 **Wildlife:-** Since the re-development of B1 use buildings to flats and apartments to the rear of the Croudace Development Goldfinch Road and Snakes Wood (Victoria Drive) the fox number has declined/moved and the rat population has increase significantly.

4.7 **Blackthorn Hedging:-** The existing Blackthorn hedge affords nesting provision for Nightingales that have lived in the area for a numbers of years. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

4.8 **Mature Oaks:-** There are a number of mature oaks on site - this is a wildlife corridor – some of the mature oak and other trees are not listed on the proposed ideas as mature and are not TPO listed. We have spoken to Irene Fletcher (Tree Officer) Mid Sussex District Council and she has confirmed that mature species bounding the existing estate along Skylark Way and Goldfinch Drive have Tree preservation Orders. Southway – This needs to be fully investigated to highlight nesting site in light of the Conditions namely section 7 and 8 of the 2 Planning Application Approvals 4.2 above.

There doesn’t appear to be any protection orders for the mature hedging and trees. We asked what protection could be sought for this area of land which is a valuable wildlife habitat. The proposed site is visible to the public from the existing maintained footpaths, unofficial footpaths, existing estate and Snakes Wood. We feel that the proposed site is of significant amenable value and is a site of expediency which we understand are both categories listed for consideration by the County Council Planning Dept.

5.0 **Development construction:-**

5.1 **Noise:-**

Development construction:- this will cause disruption to wildlife species.

Construction vehicular access:- large vehicles and materials will not be able to afford safe access through the existing Croudace site for the above mentions reasons. (parked cars/vans/delivery

vehicles etc)

#### 6.0 Potential Land Ownership query:-

6.1 Ownership:- There is a potential discrepancy in the outline of the boundary plan – Currently Croudace Management Company “HML” (paid for by each resident on site annually) maintain this area of wild flower meadow strip – yet the proposed outline for the allocation of development land is shown to include this land up to the tarmac Croudace constructed pedestrian footpath shown above. Likewise, the grass treelined strip of land to the east of Linnet Lane is also maintained by the Croudace Management Company” HML” (paid for by each resident on site annually) – yet the proposed outline for the allocation of development land is shown to include this land up to the edge of the visitor parking bays. HML Management Company that we the Residents own will know the precise boundary and ownership details – information has been requested.

6.2 Fencing:- Fencing was installed during the Croudace phased construction period and it is clearly signed “Private Property Keep Out” – surely this fencing and notification demarcates land ownership ?

6.3 Legalities:- From documentation, it appears that Mid Sussex County Council own Snakes Wood. It is unclear whether Croudace own the “AMENITY” land that HML manage? (we the 94 residents pay for the management of the amenity land including the wildflower meadow. Surely there would be a need for a compulsory purchase Order, at the very least, with 3 Independent valuations. The proposed “Allocation development of Land South of Southway” shows development right up to the tarmac footpath bordering numbers 1 and 9 Siskin Close – if the above strip is owned by ‘others’ yet maintained by the 94 residents, a monetary transaction would have to be presumably refunded ‘pro-rata’ to the 94 residents as “compensation” for loss of amenity as we the residents have been paying into the maintenance fund for the last 4 years (at time of writing this document ) for phase 2 properties and 5 years for phase 1 properties. Documents state “94 properties contribute equally associated charges of the (existing) development including the Housing Association (28/94ths) to include administration charges.

“HML are responsible for the upkeep and management of company lands including NATURE CORRIDORS and NATURALLY LANDSCAPED BUFFER ZONES surrounding the site and the ongoing Ecological requirements in accordance with the Natural England Licence and Amenity planting beds and grass areas, surface water drainage, attenuation ponds and outfalls and the compensation areas within the MANAGEMENT COMPANY LAND: sundry highway and footpaths and open spaces (LEAP + LAP), as applicable, and emptying of any bins in these areas, footpath, cycleway link attending fortnightly.”

#### 7.0 Buyers information from Croudace Homes:-

7.1 Residents in Linnett Way, Siskin Close and Brambling Way were told when asked that the land south of Southway would not be built on for 20 -25 years – we feel that we have been mis sold or properties in this respect.

In summary, our concerns centre on six issues, as detailed below – which will form the basis of our formal objections following the Consultative process:-

Highways – see clause 1 of this report

Parking – see clause 2 of this report

Footpaths – see clause 3 of this report

Environmental issues – see clause 4 of this report

Witnessed more than one murmuration of Starlings from that land

Development Construction – see clause 5 of this report.

Cannot understand why the access cannot be at end after Screwfix (York Road/Charles Avenue) – that could be so well hoarded so as not to inconvenience any one Council Tax and Service Charge paying resident from Robin Road the periphery of the Maltings Park development?

#### Potential Land Ownership Issue

Having run Service Charge accounts, I know there will be considerable upset as to defining lines of ownership, when accessing the land from Linnet Lane side. Whereas there will be clearer lines if accessed as noted above.



Site/Policy: SA16 – The Brow and St. Wilfrid's Catholic Primary School, School Close, Burgess Hill			
Number of Comments Received			
Total: 18	Support: 2	Object: 12	Neutral: 4
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• This allocation is supported in light of work carried out through the Mid Sussex Growth Deal and the Burgess Hill Strategic Growth Programme. Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Confirmation from Diocese that they have put in place actions and agreements which would allow St Wilfrid's Catholic Primary School to move to a new site adjacent to St Paul's Catholic College in agreement with West Sussex County Council (Diocese of Arundel and Brighton Education Service).</li> <li>• Object to any loss of playing field unless it was justified through the current playing pitch strategy (PPS) or mitigation is provided (Sport England).</li> <li>• Traffic issues between Burgess Hill and Haywards Heath will be compounded and therefore additional financial support is needed to mitigate the adverse effects on the Town, by provision of financial or infrastructure improvements (Haywards Heath Town Council).</li> <li>• Wish to further understand the impact on primary education in this area. Site allocations should be considered in a more strategic manner. Question the deliverability and timeframe as the site involves numerous stakeholders (Burgess Hill Town Council).</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>• Increased traffic congestion and lack of school places in town centre.</li> <li>• Relocation of the school to the outskirts will result in further journeys for parents and children across the town.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>• Viability and masterplanning to demonstrate deliverability and the timeframe for this has been commissioned as part of the One Public Estate bid. A report on these aspects will be produced.</li> <li>• Continue ongoing consultation with West Sussex County Council (WSCC) regarding pupil places and provide an evidence paper on this matter.</li> <li>• Site promoter is required to carry out a site-specific transport assessment and obtain pre-application advice from West Sussex County Council on the suitability of detailed highways arrangements</li> <li>• Site promoter to ensure re-provision of playing fields to satisfy Sport England concerns</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> </ul>			

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/13	Type: Object		

The delivery of this site is uncertain. The site is not under the ownership of the Education Authority (WSCC), with an absence of any reference to the relocation of the existing primary school within published WSCC Education Strategies . At best the site is likely to be delayed beyond the five year Plan period to 2024/25 and potentially may not come forward at all.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/12	Type: Neutral		

Policy DP25 of the LP states that “Where proposals involve the loss of a community facility (including those facilities where the loss would reduce the community’s ability to meet its day-to-day needs locally) evidence will need to be provided that demonstrates:-

- o That the use is no longer viable; or
- o That there is an existing duplicate facility in the locality which can accommodate the impact of the loss of the facility; or
- o That a replacement facility will be provided in the locality”

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/11	Type: Object		

The SA has not assessed the impact of the loss of the school in a town centre sustainable location and its relocation to the edge of town location, next to St Pauls Catholic College. The site is currently in close proximity to its pupils within the catchment and therefore within walking distance to the school. The SA should assess the loss of this facility on the basis that the catchment areas for existing primary schools within the town will change, resulting in increased home to school travel distances, with the consequence of increased car and bus movements.

419	Mr B Sharples	Organisation: Sport England	Behalf Of:	Statutory Consultee
Reference:	Reg18/419/1	Type: Neutral		

The redevelopment of the school will result in the loss of 0.7 hectares. I note that the site is not to be redeveloped until the school is to be relocated to St Paul's. However if there is an overall loss of playing field Sport England would object to this unless it was justified through the current playing pitch strategy (PPS) or mitigation is provided in line with the PPS's Action Plan.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/27	<b>Type:</b> Neutral		

SA 16 St. Wilfrids Catholic Primary School, School Close, Burgess Hill

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Contribute to the improvements to the bus and rail interchange at Burgess Hill station
- Contribute towards enhancement of cycle parking provision at Burgess Hill station
- Provide improvements to bus stopping facilities on Queen Elizabeth Avenue including bus stop RTI displays
- Provide improvements to bus stopping facilities on Queen Elizabeth Avenue including provision of RTI displays
- Contribute towards improving cycle links into Burgess Hill town centre and the station
- Contribute towards cycling improvements to the southern Burgess Hill section of the quiet route from Haywards Heath to Burgess Hill

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/14	<b>Type:</b> Neutral		

SA16 St. Wilfrids Catholic Primary School, School Close, Burgess Hill: elsewhere e.g. Table 2.5 reference is also made to The Brow, should SA16 be amended accordingly?

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/15	<b>Type:</b> Support		

In light of work carried out through the Mid Sussex Growth Deal and the Burgess Hill Strategic Growth Programme, Policy SA16 is supported, the following amendments are suggested for clarification:

Objectives: amend to read

- The Burgess Hill Neighbourhood Plan identifies part of this site as a broader area for a mixed use development following the relocation or re-provision of a number of public and community services (Policy BHNP - TC3, the Brow Quarter refers). The site is subject to an One Public Estate (OPE) bid by West Sussex County Council to prepare a Development Brief Supplementary Planning Document (SPD) undertake masterplanning and viability assessments for mixed use residential and community facilities to inform the development of a Development Brief and Supplementary Planning Document (SPD) in order to facilitate the delivery of this site as part of the Burgess Hill Strategic Growth Programme. The outcome of this work may revise will inform the residential number indicated in this policy.
- This policy seeks to deliver a high density, sustainable, mixed use development of residential and community facilities, ensuring the different areas are comprehensively developed and integrated with each other, and with the town centre, in line with The Brow Development Brief (SPD) a masterplan for the site.

Urban Design Principles: amend first criteria to read

Provide a coherent master-plan for the whole site involving integrated design, landscaping, access, and open space arrangements in accordance with The Brow Development Brief (SPD) a masterplan for the site.

Social and community: add a criterion to read:

- Provision of community facilities and community services within the site.

667	Mr S Cridland	Organisation:	Burgess Hill Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/667/15	Type:	Object			
This development would add significantly to the traffic load within the town centre and there is a need to look at how traffic would move around the town centre in the future and the impact of other developments on the traffic.						

667	Mr S Cridland	Organisation:	Burgess Hill Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/667/16	Type:	Object			
The Council questions the deliverability of this scheme within the current time frame, as it involves numerous aspects of the development coming together.						

667	Mr S Cridland	Organisation:	Burgess Hill Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/667/14	Type:	Object			
The document focusses on the school and does not mention the doctors surgery, NHS social community care centre, fire station, the residential buildings, or the emergency services. Realistically it would require a great amount of time before this site could be developed.						
The Council wishes to further understand the impact on primary education in this area of the town. What was the plan to re-provision placements from residents in the South side of the town?						
There should not be any significant development until the impact of the existing major developments has been fully absorbed and understood. When looking at future housing sites it should be done in a more strategic manner, rather than looking at individual sites in isolation.						
There should be a holistic approach to the impact from all of the developments and how they impacted on the traffic flow within the town.						

639	Mr A Sturgeon	Organisation:	Haywards Heath Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/639/9	Type:	Object			

Impact of Burgess Hill sites SA 12 to SA 17

With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.

\*\*\*note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,

Valebridge Road to Wivelsfield Station there are no transport links between HH and BH.

Contract needed with Metrobus reference sustainable transport between BH/HH.

Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD “HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem.

HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application.

Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.

<b>801</b>	<b>Mr M Brunet</b>	<b>Organisation:</b> Diocese of Arundel and Brighton Education Service	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/801/1	<b>Type:</b>	Support	

I write formally to confirm that the Trustees of the diocese have instructed the Education Service to put in place actions and agreements which would allow St Wilfrid's Catholic Primary School, currently in School Close, to move to a new site adjacent to St Paul's Catholic College.

We have agreed in principle with West Sussex County Council that land would be made available on the new site (and they have confirmed this in writing to Mid Sussex).

The Trustees are satisfied that collaboration with development on the adjacent site "The Brow" is likely to offer best value for money in facilitating their objectives in compliance with Charity Act requirements and we continue to work with both you and West Sussex to move this project forward; we met with the latter yesterday to discuss practical steps to do so.

The schools have both recently reiterated their enthusiasm for the move, which will improve educational provision in both schools.

One constraint which we have made clear is that any development plan must provide for completion of the new school before the existing site can be vacated; Trustees also require certainty that the scheme will not result in any greater cost than is realised from development.

We look forward to working with Mid Sussex to realise this proposal.

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/15	<b>Type:</b>	Object	

Given that the allocation is for 300 dwellings and requires this relocation first, it is considered that there is insufficient evidence to justify delivery of development of this site in the 6-10 year time period as set out.

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/15	<b>Type:</b>	Object	

Given that the allocation is for 300 dwellings and requires this relocation first, it is considered that there is insufficient evidence to justify delivery of development of this site in the 6-10 year time period as set out.

575	Mrs M Adams	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/575/1	Type:	Object
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I support the need to develop affordable housing and if an area has been identified then it should be followed up.

However, I would like to see the highway and access plans for all of these developments. Currently traffic is heavy along the London Road and Lower Church Road is used as a short cut and cars run for the lights. You have a Church, two nurseries and a well used park and currently there are no traffic calming measures. We have already had a car hit the church wall and luckily no one was hurt. It maybe possible to make the road around St Johns Park a one way system.

The proposal is to relocate a local St Wilfred Catholic School to St Pauls. But where are the school places for the 200 homes that will be built? No non Catholic pupils from this area were admitted to St Wilfreds this year, meaning that school places are needed. Good ofsted schools, not ones in special measures.....

Build and they will come..... but they will be put under pressure to live in high traffic density areas, over subscribe doctors and no schools.

Burgess Hill has a vast history which is slowly being taken away by un-sympathic developments. There is a potential to exploit its beauty rather than using it as a modern hub.

I sound negative, but I really support the towns development, the poor sister of Haywards Heath, but please take care once it's charm gone, it won't come back

1066	Mr B Kilkelly	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1066/2	Type:	Object
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St. Wilfrids Catholic Primary School, School Close, Burgess Hill is a crucial element of social infrastructure for a growing town centre. Relocation of the school to the outskirts could induce further journeys for parents and children across the town. The most sustainable option is to ensure that primary school facilities remain within walking distance and/or easily accessible by public transport.

I would urge the Council to remove this site allocation to deter the school from considering a move. Instead the council should support a redevelopment of the school. There is potential to redevelop the immediate area with additional housing by relocating and/or consolidating the emergency/medical facilities in the Brow. Section 106 funds from this redevelopment could be offered to the school to support it's refurbishment/redevelopment.

1	Ms E Radford	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1/1	Type:	Object
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On Monday 14 October I attended a meeting at St Wilfrid's Church Hall re the proposed redevelopment of Burgess Hill.

I have a number of the concerns, both practical and environmental which I would like to share with you.

First of all I have two children who attend St Wilfrid's Catholic Primary school. As you know, there are plans to knock down the school, relocate it to St Paul's school grounds and build 200+ houses in its place. I have serious concerns about this idea.

The school has been there many years and is an integral part of the town centre. From a historical perspective, it would be such a shame to destroy it, only to replace with yet more flats/houses. However, this is not my main concern about the idea. Currently, many parents walk their children to school (myself included). Having spoken to many parents, if the plans go ahead, the large majority of parents would have to drive their children to school. The roads are already grid locked around St Paul's at school drop off/pick up. I dread to think how much worse this situation will become if 300+ more families are forced to drive their children to school. Furthermore, you also need to consider the extremely damaging effect all this additional traffic will have on the environment.

On a wider note, related to the environmental impact of the development, the town is already regularly grid locked due to too much traffic and simply doesn't have the infrastructure to cope with all the excess traffic the new development will take. Just last week it took me an hour to collect my boys from after school club (a journey that should take 5-10 mins) due to terrible traffic congestion in the town centre and Leylands rd.

On a final note no time frames were given on the plans for St Wilfrid's (I would be very keen to know). I would also like to ask whether the new St Wilfrid's school would be in addition to any other new schools that are being built to accommodate additional housing? I'm worried the redevelopment will consider the new St Wilfrid's school to be a 'new' school rather than a 'replacement school'

I urge to take my concerns into considerations. And would appreciate more information on the St Wilfrids school plan.

2	Mr and Mrs A & S Warner	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/2/3	Type:	Object
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With regard to the proposal to re-locate St Wilfrid's school this must be seen as a backward step. Parents are encouraged to walk children to school as a 'prevention of obesity' campaign, and so a school within the town allows this to happen. Moving the school to be adjacent to St Paul's would probably mean more car journeys to take young children to school, and then cause more congestion on already crowded roads in the area, causing more air pollution for the children and young people on a daily basis.



<b>Site/Policy: SA17 – Woodfield House, Isaacs Lane, Burgess Hill</b>			
<b>Number of Representations Received</b>			
<b>Total: 8</b>	<b>Support: 1</b>	<b>Object: 4</b>	<b>Neutral: 3</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Contract with Metrobus needed for sustainable transport between BH and HH. HH to BH cycle path must be delivered and highway mitigation provided to address impact on Haywards Heath. Direct provision of infrastructure improvements may be more practical than S106. (Haywards Heath Town Council)</li> <li>• Concerns of safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. (Haywards Heath Town Council)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• None.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Site-specific Transport Assessment has been provided as part of current planning application. Site promoter will be required to obtain pre-application advice from West Sussex County Council on the suitability of detailed highways arrangements</li> </ul>			

<b>745</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - Woodfield House BH	<b>Promoter</b>
<b>Reference:</b>	Reg18/745/1	<b>Type:</b>	Support	

Promoter

My clients are encouraged by the District Council's proposed allocation of their land in the Draft Site Allocations DPD. We can confirm our support of the allocation of the identified land for residential development. Our clients are committed to working with the District Council in order to deliver housing on this site in accordance with the principles set out in the draft policy.

<b>745</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - Woodfield House BH	<b>Promoter</b>
<b>Reference:</b>	Reg18/745/2	<b>Type:</b>	Object	

It is noted that the draft policy set out that an "integrated access with the Northern Arc development is strongly preferred [my emphasis]... Access from Isaacs Lane will necessitate significant loss of trees due to the wide set back that is required to achieve the necessary visibility splays".

Given size and scale of the adjacent Northern Arc allocated site, and where this site sits geographically in the context of this adjacent large scale strategic development site (i.e. at the northern edge of this site), it must be acknowledged that it will be a considerable period of time until any development reaches the boundary with Woodfield House. Therefore any distributor road that could in theory be utilised to provide access to the Woodfield House site would also not be available for a significant period of time.

The site is available now, and an acceptable access solution has been designed via Isaacs Lane. It is acknowledged that some trees will need to be removed, but a robust landscaping strategy is proposed which includes significant replacement planting. Further the tree report that accompanies the current Outline application submission confirms that the vast majority of trees to be removed are not of high quality.

Although the scheme is presented illustratively, it is clear from the submitted details that a site layout can be delivered that not only provides a quantum of development that accords with the Policy SA 17 suggested yield (30 units), but that this can be achieved whilst having a positive relationship with the Northern Arc development. The layout would retain open views to the east, and would also maintain existing strong landmark features, such as the 'monkey puzzle' tree and the existing pond at the southern end of the site. These features provide a landscape context to the development.

An active frontage to the Northern Arc development can be achieved comfortably. Open space can be provided on-site, and there is a commitment to providing a pedestrian and cycle link from the Woodfield House site into the Northern Arc at the eastern boundary of the site.

SK Transport agree that the allocation of the site will not have a negative impact on the highway network. This is borne out by the recent planning application on the site for residential development being submitted, and the Council raising no objections on sustainable development or traffic impact as part of this submission. The technical matter of integrating access with the Northern Arc Development is being progressed with a new pedestrian link from the development to the Northern Arc site boundary. The vehicular access from Isaacs Lane has been carefully designed to limit the loss of trees along the site frontage.

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:	Reg18/792/54	Type:	Neutral			
The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:	Reg18/792/28	Type:	Neutral			
SA 17 Woodfield House, Isaacs Lane, Burgess Hill						
<ul style="list-style-type: none"><li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li><li>• Contribute towards cycling improvements developed or delivered through the Northern Arc development</li><li>• Contribute towards enhancement of cycle parking provision at Burgess Hill station</li></ul>						

667	Mr S Cridland	Organisation:	Burgess Hill Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/667/17	Type:	Neutral			
No objections.						

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/10	<b>Type:</b>	Object			

Impact of Burgess Hill sites SA 12 to SA 17

With the development sites SA 12 to SA 17 being proximate to Haywards Heath, it will have a significant impact on Haywards Heath.

\*\*\*note; there are already 15,000 car movements a day up and down Isaacs Lane with 1,500 in the rush hour. It is anticipated another 3,000 movements based on employment moves, another 2,000 from the 4000 homes developed plus 4,000 desire travel line car movements resulting from the new road network. We have considerable ongoing concerns relating to road safety and the impact for residents using Isaacs Lane and the Bolnore Roundabouts. In addition,

Valebridge Road to Wivelsfield Station there are no transport links between HH and BH. Contract needed with Metrobus reference sustainable transport between BH/HH. Driving tendencies/consequences relating SA12-17 on HH. HHTC has considerable ongoing concerns relating to through traffic moving through the town on a north/south basis, to/from BH. HHTC further notes the constraints confirmed in 3.9 of the site allocations DPD "HH is particularly effected by the A272 passing around the Town and high car dependency. Drivers detouring through the town centre further exacerbate the problem. HH to BH cycle path must be delivered promised in 18/5114 Northern Arc application. Due to increased traffic through HH, HHTC needs additional financial support to mitigate the adverse effects on the Town, by provision of section 106 contributions. We note this may not be appropriate and that direct provision of infrastructure improvements would be more practical such as improving major arterial roundabouts.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b>	CPRE Sussex	<b>Behalf Of:</b>		Organisation
<b>Reference:</b>	Reg18/689/7	<b>Type:</b>	Object			

Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.

723	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Manoir Properties	Developer
Reference:	Reg18/723/16	Type:	Object			

Given that the site is only 1.4 hectares in size it is questionable whether there is adequate space on the site for 30 dwellings after retention of these landscape features.

It is clear from the Sites DPD that access to site is envisaged to be from the Northern Arc where it is stated that:

Integrated access with the Northern Arc Development is strongly preferred, the details of which will need to be investigated further. Access from Isaacs Lane will necessitate significant loss of trees due to the wide set back that is required to achieve the necessary visibility splays.

Given the uncertainty of the deliverability of the land immediately adjoining the site as part of the Northern Arc it is considered that the deliverability of this site is not clear enough to justify allocation within the sites DPD. The uncertainty of this deliverability also has an implication of the sustainability of the site and proximity to adequate services. This is highlighted within the SA where is stated that:

The impact of option (h) on these objectives (Health/Retail/Education) is uncertain; currently the site is a long distance from local services, however, this will change once the Northern Arc is built out.

Overall it is not considered that this site is suitable for allocation and should be removed from the Sites DPD

725	Mr A Black	Organisation:	Andrew Black Consulting	Behalf Of:	Village Developments Floran Farm	Developer
Reference:	Reg18/725/16	Type:	Object			

Given that the site is only 1.4 hectares in size it is questionable whether there is adequate space on the site for 30 dwellings after retention of these landscape features.

Given the uncertainty of the deliverability of the land immediately adjoining the site as part of the Northern Arc it is considered that the deliverability of this site is not clear enough to justify allocation within the sites DPD. The uncertainty of this deliverability also has an implication of the sustainability of the site and proximity to adequate services. This is highlighted within the SA where is stated that:

The impact of option (h) on these objectives (Health/Retail/Education) is uncertain; currently the site is a long distance from local services, however, this will change once the Northern Arc is built out.

Overall it is not considered that this site is suitable for allocation and should be removed from the Sites DPD

Site/Policy: SA18 – EG Police Station, East Grinstead			
Number of Comments Received			
Total: 31	Support: 3	Object: 22	Neutral: 6
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>The site should be used for the community – sheltered housing for elderly or disabled. Height should be limited to 2 storeys (East Grinstead Labour Society).</li> <li>Evidence to determine the impact of the proposed allocation on the designated heritage asset not provided (Historic England).</li> <li>Appropriate mitigation will be necessary to protect the Ashdown Forest (Natural England).</li> <li>Limited capacity currently exists in the local sewerage infrastructure to accommodate the development, this is not a constraint however planning policy should ensure that conditions ensure occupation of development is phased to align with delivery of new wastewater infrastructure. Policy wording should be amended (Southern Water).</li> <li>Consideration should be given to the impact on the conservation area. Community infrastructure and highways improvements must be sought. Requirement of adequate car parking and traffic management should be explicit in the policy and the Town Council should be directly involved in the process (East Grinstead Town Council).</li> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>Concern regarding traffic impacts, parking facilities, access arrangements and the need for safety improvements. Lack of sustainable transport measures. Need for EG Cycling and Walking Infrastructure Plan (LCWIP) with purpose-built cycle routes along with wider sustainable transport measures to reduce car use. Development is unsustainable.</li> <li>Concern regarding the impact on the conservation area.</li> <li>Harmful impact from construction phase on users of nearby facilities – air quality/noise.</li> <li>Memorial trees and existing significant trees on site should not be moved/lost.</li> <li>Harm to neighbouring amenity.</li> <li>Covenant on any building within the Park exists.</li> <li>Flood risk and potential instability of the embankment adjacent to Blackwell Hollow.</li> <li>East Grinstead is saturated with flats and existing services are under significant pressure.</li> <li>Three storeys is too high.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>No issues have been identified in the Strategic Transport Assessment however a detailed transport assessment would be secured at the planning application stage to ensure highway safety is maintained and safe access is achieved. Policy wording updated to include requirement to make any necessary safety improvements and contributions towards sustainable transport infrastructure.</li> </ul>			

- Covenants do not prohibit the ability to allocate the site or approve planning permission however if they do exist the details will be explored with the site promoter /landowner.
- The Site promoter is required to carry out a preliminary assessment of ground instability which will inform the yield/layout. Amend the policy wording to include a slope stability risk assessment report to ensure that adequate and environmentally acceptable mitigation measures are in place/are provided.
- Amend 'Utilities' policy wording to address comments raised
- Amend policy to make clear that parking standards will be applied in accordance with the adopted standards in the Development plan and details assessed through the submission of a Transport Assessment in support of the planning application.
- Site promoter advised to engage in pre-application discussion with Historic England and undertake any work necessary.
- Amend 'Historic Environment and Cultural Heritage' policy wording to address comments raised.
- Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.



783

Mr A Taylor

Organisation: Police and Crime Commissioner for Sussex

Behalf Of: Former Police Station EG

Promoter

Reference: Reg18/783/1

Type: Support

I am writing in support of strategic allocation SA18, the former East Grinstead Police Station, East Court, East Grinstead. This site has been vacant for an extended period of time and the policing presence has been successfully relocated to the Chequer Meads Art Centre. The site has good capacity for high quality residential development which is sensitive to the East Court Conservation area.

782

Mr A Heys

Organisation: Raven Housing Trust

Behalf Of: Adj East Court Police Court EG

Promoter

Reference: Reg18/782/3

Type: Support

Raven Housing Trust supports the allocation of the adjacent East Grinstead Police Station, College Lane, East Grinstead (SHELAA 847) as a housing site and would seek to work with the landowners to deliver elements of affordable housing on the site. The redevelopment of East Grinstead Police Station presents an opportunity through sympathetic design to enhance the setting of the Grade II listed building at East Court.

776

Ms S Heron

Organisation: Rydon

Behalf Of:

Promoter

Reference: Reg18/776/15

Type: Object

Heritage assets are located within proximity of the site, which could be adversely affected preventing or reducing the scale of development. Apartments are not in character with the local area. The number of dwellings that could be delivered on this site could significantly reduce. The deliverability of dwellings on this site within the five year period to 2024/25 is questionable.

776

Ms S Heron

Organisation: Rydon

Behalf Of:

Promoter

Reference: Reg18/776/14

Type: Object

There are deliverability issues including legal restrictions on title/covenants that could prevent delivery of this site.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/3	<b>Type:</b> Object		

Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.

This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/4	<b>Type:</b> Object		

European protected sites – Ashdown Forest SPA/ SAC

As referred to in our advice at the SHELAA stage for this site, appropriate mitigation will be necessary for this allocation to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.

<b>620</b>	<b>Ms C Mayall</b>	<b>Organisation:</b> Southern Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/620/3	<b>Type:</b> Neutral		

The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure. Proposals for 22 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019).

In consideration of the above, we recommend the following criterion is added to Utilities under Policy SA18:

Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b> <input type="text"/>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/55	<b>Type:</b> Neutral		
<p>The site lies within the brick clay (Wadhurst clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b> <input type="text"/>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/29	<b>Type:</b> Neutral		
<p>SA 18 East Grinstead Police Station, College Lane, East Grinstead</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• RTI display off-site provision on Holtye Rd</li> <li>• Improvements to the Worth Way near the railway station</li> </ul>				

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b> <input type="text"/>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/666/1	<b>Type:</b> Neutral		
<p>It is noted that the total of proposed homes in the site allocation document for East Grinstead is 770 across three sites. This is a significant number of houses especially on the proposed SA20 which must attract infrastructure contributions to support the existing and new community should it go ahead. East Grinstead Town Council would have to object to this site unless an appropriate developer contribution is negotiated. Two of the proposed sites have significant impacts on the already over-burdened A22 / A264. It is vital that MSDC via West Sussex CC resolve a plan with Surrey CC and East Sussex CC to address and alleviate, unless this is achieved the Town Council would have to object to these sites. It is noted that MSDC in their methodology have stated that the sites have been chosen with the least effect on traffic, habitats and sustainability. East Grinstead Town Council believes that this is vital in delivering these sites and mitigation to all harm must be at the forefront to all plans and S106 contribution. East Grinstead Town Council requires a seat at the table with negotiations regarding each of the chosen sites should they go forward, due to the significant impact these will have on a conservation area, open sites and general infrastructure.</p>				

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b> <input type="text"/>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/666/4	<b>Type:</b> Object		
<p>This site is within the East Court Estate, a large part of which is within a conservation area and while this site is outside, it is not far from it and great care must be taken with any development to ensure that it remains in keeping.</p>				

Reference: Reg18/666/5

Type: Object

The site is joined to the Old Court House and therefore the Town Council must be kept involved in development on this site as it will directly impact our own site and possibly the integrity of the building. Paragraph 4.18 of the East Grinstead neighbourhood plan refers to the open nature of the estate and this is important regarding any landscaping.

There is no parking on East Court outside of the site, therefore adequate car parking must be provided for the housing and any associated visitors. The East Court Drive is in private ownership of the East Grinstead Town Council, with rights of access over it, granted only to other residents. There is limited right of utilities access and the Drive must be returned to the previous condition and aesthetic, highways rights and rules do not apply. The car parks are strictly for the use of building hirers and the surrounding residential roads are a significant walking distance. The Council objects to the policy unless the wording is amended to state that parking will, as a minimum, adhere to the approved parking standards and an application must include parking and traffic management plan which avoids any overspill in to the neighbouring areas and states how parking for each unit will be managed to avoid parking congestion.

The reference to the development at no more than three storeys will need consideration as to any overpowering effect on the East Court Mansion which is at a significantly lower level than the proposed site. All development must be sympathetic to the 250 year old building and surrounding estate. The Council objects to this part of the policy unless it is reworded to clarify that redevelopment up to three storeys shall only be allowed if there has been a detailed town and landscape assessment, together with a heritage appraisal of its effect on nearby heritage assets and the wider parkland setting.

Taking in to account the above points East Grinstead Town Council would object to the wording in the policy and requires amendment as above and to include assurances that the design will not prejudice the current use and any future development of the Council Offices and surround and makes direct reference for the engagement with the Town Council as a stakeholder in this site who will be fully involved regarding highways and access matters.

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/666/14	<b>Type:</b> Neutral		
<p>The East Grinstead Town Council understands the task that has been before the District Council with the need to identify sites and retain a five year land supply. The three sites do present issues and concerns which must be overcome before any planning can be approved to take place. The Town Council requires policy wording amendments to confirm that we shall be involved with the development of any plans on these sites and the negotiation regarding community infrastructure and highways as needed.</p>				

<b>734</b>	<b>Mr B Sturtevant</b>	<b>Organisation:</b> East Grinstead Labour Party	<b>Behalf Of:</b> East Grinstead Labour Party	Organisation
<b>Reference:</b>	Reg18/734/1	<b>Type:</b> Neutral		
<p>East Grinstead Labour Party wish to comment on the proposals contained in the Mid Sussex District Plan. Specifically we wish to comment on, SA18, SA19, and SA20 which come within our area of responsibility.</p> <p>SA18, If the Police wish to go ahead with the sale of this land we are not opposed to its redevelopment provided it is used for the community. It is a public asset and it should continue to be so. We would therefore support a development of sheltered housing for elderly and disabled people administered by the appropriate local authority. This would then compensate for the loss of sheltered housing on Quarry Rise. There is a growing need for this type of housing in the area. We would want the development to be limited to 2 storeys so as not to be out of character with the surrounding area. We also think there needs to be road widening at the access to Escotts Road as this is a current bottleneck.</p>				

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/602/2	<b>Type:</b> Object		
<p>This site is for 22 houses. It is within the East Court estate. The only access to this site is the private driveway running from Escotts Drive via the East Court Mansion and Meridian Hall to the Holtye Road. The junctions with the public highway at each end are difficult. The road is narrow and passes close to a well-used children's playground and the listed Mansion. In its current state through traffic is prohibited.</p>				

770	Mr P Tucker	Organisation: Felbridge Protection Group	Behalf Of:		Organisation
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Reference: Reg18/770/8	Type: Object
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1.The necessity for bringing forward the Site Allocations DPD, within a year of the District Plan being adopted, is to meet the requirement to identify sufficient sites to deliver the unmet housing need for Crawley post 2023/24, allocated to Mid Sussex in the recommended modifications to the submitted draft District Plan as set out in the Inspector’s Report.1

2.This response focuses on the sites proposed at East Grinstead that will add a further 722 homes in addition to those already committed via the local development plan and through windfall developments. We consider that these proposed additional allocations are not sustainable and should be replaced by other sites that are sustainable, located nearer to Crawley.

3.We do not consider that the Council has followed best practice, or due process, in producing this draft DPD. We consider that it has failed to engage with the public satisfactorily and that it has not adhered to the principle of front-loading consultation.

4.There is no unmet need to make up in Mid Sussex in general and specifically none at East Grinstead. The allocations proposed at East Grinstead are to meet Crawley’s unmet need. Therefore, these need to be shown to be 1) sustainable in themselves and 2) the best solution to meet the unmet need at Crawley, some 13 km distance from East Grinstead, along the congested A264.

5.We argue that neither criteria is met by the proposals in the draft Site Allocations DPD. The sites at East Grinstead are not sustainable and should be removed from the DPD and the Council needs to revisit sites abutting Crawley, that are sustainable, that could be delivered and would better meet the requirement to provide homes to meet Crawley’s unmet need.

1381	Mr N Bailie	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1381/1	Type: Object
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A three storey building would dominate the skyline in this location. If the existing structure is to be converted it would be preferable if it were to be of value to the community. There could well be traffic problems on tight roads if one considers the number of cars generated by 22 dwellings.

1005	Mr L Beirne	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1005/4	Type: Object
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P47: SA 18: The need to improve road safety is required w.r.t. the to improving drivers ‘line of sight’ – especially, given that drivers will be passing through ostensibly well-established park/play areas, that are presently subject to very low levels of traffic which will increase not omitting the needs of pedestrians and disabled persons.

558	Mrs C Bell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/558/1	Type:	Object
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Objections to the proposed development of the old Police Station in East Court Park, East Grinstead:  
Increase in traffic both in East Court & onto Holtye Rd. & Escotts Drive. Danger to pedestrians using East Court roads. On 25.10.19 between 7.30 & 8.30am 122 unaccompanied children walked on the East Court roads to school. There is no pavement or footpath on the stretch of road they use. This was on a drizzly morning & numbers greatly increase in Spring & Summer.  
The increase in traffic will affect the air quality of this green space where the adjoining building houses 2 Nursery Schools, 2 Pre Schools and an After School club. Just one of those Nurseries caters for over 200 families and all of them have outdoor play spaces which will be affected.  
The construction & subsequent daily bustle of the development will greatly affect the adjoining building in terms of air quality and noise. The Nursery schools have Sleep Rooms for babies and the whole community, both homes and businesses regularly adhere to a voluntary 2 hour period of quiet to respect the prayer time of the local Mosque which meets here. 22 dwellings will greatly affect this with extra traffic and day to day noise.  
Limited parking in the park will be put under strain and will adversely affect the whole community who enjoy the park for recreational purposes. There is nowhere for residents extra cars to park & adjoining roads are already over crowded to the point of being dangerous.  
There are two small but mature trees on the site which are memorials to Police Constables who have died. There is a suggestion that these trees can be uprooted and moved to Police Headquarters at Lewes. These Constables lived and worked in East Grinstead and at this Police Station. To move their memorials is undignified and disrespectful to both the officers, their families, their colleagues who planted them and to the community in which they served

559	Mr J Bell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/559/1	Type:	Object
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Regarding the proposed development of East Grinstead Police Station 22 dwellings. This will add further traffic to the already busy A264 at this locaton. There is an approved development of 64 dwellings opposite this proposed site which will again cause congestion problems. With further sites proposed along this stretch of the A 264 Holtye Road.  
This development will increase traffic in the park itself specifically at times when a great number of school children are moving to and from school on foot via a road with no pavement.  
The park itself is a conservation area and whilst the proposed development is not part of that area, it directly borders it and will affect the nature of this area. This is a recreational park with minimal parking which again will be affected to the detriment of other park users.  
The park and adjoining council buildings housing 2 nurseries, 2 pre schools, an after school club, a mosque and a number of community projects such as the town band and talking books for the blind would be severely affected during construction and afterwards by the close proximity of 22 dwellings with associated traffic and parking issues.

1392	Mr F Berry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1392/4	Type:	Object
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P47: SA 18: The need to improve road safety is required w.r.t. improving drivers 'line of sight' at the entrance to East Court, especially, given that drivers will be passing through well-established park/play areas

934	Mr C Cormier	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/934/1	Type:	Object
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I live directly behind the vacant police station. I accept that the development of this site is inevitable but had rather hoped it may have been used for something more valuable To the local community.

Having read the Site Allocations DPD draft I would make some observations for consideration.

1. The document refers to air quality/noise - If this relates to the building of the site then clearly there is a more significant issue than the document currently states as this site backs onto 4 current dwellings.
2. The current document states that for “Highways and Access” that the current arrangements will be used. This will not suffice for the amount of units planned in the development. The roadways will be much more heavily used and as there is no footpath out of the lower exit onto Holtye Rd, it will become dangerous for people accessing East Court from that direction. The drainage on this lower road is also already in a poor state.
3. The police station and the 4 current residential dwellings are joined by a boundary. Depending on the nature of the planned building there is significant risk that the existing residents will become “overlooked” by the new 3 storey building. It would be preferable in this instance for some significant trees to be planted in between the two settings to provide ongoing privacy for the existing residents and to support the statement made in relation to “Biodiversity and Green Infrastructure”

1080	Ms D Coxall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1080/1	Type:	Object
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I object to the DPD SA18 because I do not feel this development plan document is suitable for East Court. I believe it would lead to more traffic in the park and surrounding roads, causing more traffic misery and danger for everyone, more pollution and be detrimental for all the members of the public, young and old who use it throughout each and every day. I also believe that East Court is a beautiful park for the benefit of the wider community, we are lucky to have it and it should remain with no further development to ruin one of our remaining few parks and community areas.

To put new accommodation in the park would no doubt increase the number of cars, making it less safe for our children from babies upwards. I also have concerns that new accommodation would overlook the garden where our children are currently free and safe to play without fear of being watched by strangers to say the very least especially in society today where child protection is of paramount importance at all times. I also feel that new accommodation will have a knock on effect for disrupting all the various community groups and clubs and religions who currently use the facilities in the Old Court House, let alone cause issues for the Child Care Providers (All Kids Ltd) & Paddington Pre School who have been in the Old Court House for over 40 years

1078	Mr G Coxall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1078/1	Type:	Object
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I feel very strongly that East Court as a whole should be kept as a place for the community.This dpd sa18 seems to be a excercise by the police to make more money from the sale of a building sold to them by a previous council(East Sussex district council before the boundary change), this could lead to the sale of more land in East Court and turning it into another housing estate.I feel that if the police must sell this building they should be thinking about East Grinstead residents rather than there own profit.There is also a building attached to the police station which houses many different clubs,assocations,prayer groups and child care businesses, all of which benefit East Grinstead.



607	Ms C Cunningham	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/607/1	Type:	Object
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The old police station is two storeys high it's attached to the old court house which is one story high which is then attached to the town council building with is two storeys high.

So NO to a development of a THREE storey high block of flats.

This is not in keeping with the surrounding buildings ..this site is not suitable for a development of 22 FLATS.

Again this is a PARK ..

Why not demolish the site and plant some more trees and make it an enjoyable place to visit, playing a small part in respecting our environment and saving our planet.

554	Mrs C Cunningham	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/554/1	Type:	Object
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The old police station is in a park ...this should be respected and treated as a Park not a housing development.

The police vacated the premises nearly 4 years ago when they built the new offices in town. The old police station is still costing the police money.

There was an open meeting April 2017 no 126 "fate of old police station" now on the list for mid sussex county council buildings for disposal, with no knowledge of what,if anything would be built in its place.

My objections are as follows

1. Covenant..... there is a covenant on any development within the Park.. how has this been lifted.
2. Highway access ... the road is not fit for purpose to increase the capacity of traffic is unreasonable this town is almost gridlocked at peak times of the day.
3. Flood risk drainage.. today the 12th November Blackwell Hollow which is the road behind the police station boundary to the rear of the building flooded and brought down part of the embankment..causing chaos through the park. Any development would weakened the structure further.
4. Saturation of flats.. there is a monstrosity of a development in east Grinstead in queens walk which has produced around 350 flats.. every empty office in east Grinstead are now flats .the town does not need any more FLATS .
5. We need our open spaces even more with all the flats in east Grinstead people need to have Parks to enjoy and be part of the community.
6. East Grinstead was a pretty market town which has been ruined by over development.
7. Where are the new schools, doctors surgery's, youth clubs , new shops in town,where is the police presence.
8. The felbridge .. years ago when planning was in place to build a relief road the council at the time said it wasn't necessary.. look at the town now.
9. At some point developing this town needs to stop and money needs to be invested back into the town.

This park needs to be protected ..the old police station could be a youth club ..a doctors surgery ..

A school..etc ..NOT 22 FLATS ...

**1325** **Mrs J A Dawson** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I object strongly to the possibility of the above - named Planning Application being granted as follows:-

1. There would be a large increase of traffic from such residents wishing to access to Estate Drive (passing my rear garden) to get to College Lane which continues into Black well Hollow. Such traffic, of course, would pollute the Parks environment and create much car engine noise.
2. The traffic would be a danger to the small children who play in the designated play area which is very close by to the site.
3. East Court Park is a quiet environment, and outstandingly beautiful and has recently been awarded a flag cert it's appearance.
4. A development of this nature would detrimentally change the landscape of East Court Park, and could not precedent for future residential development which would be totally unacceptable.

**1035** **Ms L Edwards** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I want to strongly object to the proposed conversion of the old Police station at East Court in East Grinstead to flats. This is near a beautiful ancient wood and playing fields. The agreement to build here will affect the whole area and ruin this area of outstanding natural beauty. Once permission is given it will open the flood gates for future building projects and another area of green will be lost to the existing residents of East Grinstead for ever.

There are already far too many Flats being built in East Grinstead . We also do not have enough doctors, dentist, schools, parking etc to sustain all the new residents. We do not need anymore flats, especially in what should be a protected natural area. Think about the next generation. They will have to grow up in a area with no green spaces. We are a small town not a city.!! Please refuse this plan and allow us all to be able to continue to use this beautiful place as it is supposed to be used . For the residents pleasure. It was given to the people of East Grinstead . Do not give it to the developers.

**1393** **Mr M Funnell** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

SA18 East Grinstead Police Station:- It is inappropriate to have building of 3 storeys here. This location is high and at a valued location. Buildings no higher than 2 storeys is appropriate here. I'm not sure that any "landscaping" is require here other than the development reflects the immediate surroundings. Net biodiversity gain - grassland here would be good for NVC MG5, but would need appropriate management for that, otherwise it's difficult to see how a net biodiversity gain could be achieved. Tile hung sides of houses make good bat summer roosts for species like pipistrelles.

542	Mrs C Parry	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/542/1	Type:	Support
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I fully support the proposal to develop the current East Grinstead Police Station building into flats. The space seems large enough to accommodate those living there, including parking, without encroaching on East Court.

I myself have been waiting some time to see new housing on this side of town as I'm looking to buy a flat that still allows me to walk to work (at QVH). I think this development would be very popular with hospital staff! I also hope this development offers an affordable housing option (e.g. Help to Buy).

1016	Ms A Watson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1016/1	Type:	Object
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I am concerned about the proposed development of the police station into flats at East Court in East Grinstead. East Court is a family area. Ideal for taking small children on walks, to the playground etc. I am concerned that the proposed development would increase traffic through the area and make it less safe for pedestrians.

Site/Policy: SA19 – Crawley Down Road, East Grinstead			
Number of Comments Received			
Total: 38	Support: 4	Object: 27	Neutral: 7
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>Traffic impact a concern on A264 – Safeguarding land for Strategic Highway Improvements (SA35) should be extended to include the Dukes Head roundabout and junctions between Vicarage Road and Grange Road with Turners Hill Road (Worth Parish Council).</li> <li>Appropriate financial contributions towards delivering necessary strategic highway improvements, including in Surrey, should be secured and reference to potential need for cross boundary mitigation should be explicit; measures should include impacts on the wider A22/A264 corridor (Surrey CC).</li> <li>Early communication with Surrey CC is necessary regarding the access which is within Surrey (Tandridge District Council).</li> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>Policy wording in relation to flood risk is supported (Environment Agency).</li> <li>Impact on Hedgecourt Site of Special Scientific Interest (SSSI) - green space on site will therefore be critical. Potential harmful impact on ancient woodland - substantial semi-natural buffer and woodland management plan should be required. Enhanced ecological connectivity between the ancient woodland and wider landscape is critical. Ashdown Forest mitigation will be necessary and the proposed Suitable Alternative Natural Greenspace (SANG) needs to be in line with guidance and Natural England consulted (Natural England).</li> <li>More evidence of the baseline biodiversity data and cumulative impacts with SA20 (Imberhorne Farm) required. Biodiversity policy needs updating (Sussex Wildlife Trust).</li> <li>Allocation must support existing and new community infrastructure and address highways and access, habitats and sustainability; the access may require 3<sup>rd</sup> party land. Concern regarding coalescence. Policy should be amended to address concerns relating to highway impacts and coalescence. (East Grinstead Town Council).</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>The surface of the Public Right of Way (PRoW) should be upgraded and permeability for non-car users is key to delivering sustainable travel objectives.</li> <li>Need to ensure design does not exacerbate flooding.</li> <li>Concern regarding traffic impacts.</li> <li>Insufficient infrastructure and services to support the development.</li> <li>Concern regarding traffic impacts, parking facilities, access arrangements and the need for safety improvements. Lack of sustainable transport measures. Need for EG Cycling and Walking Infrastructure Plan (LCWIP) with purpose-built cycle routes along with wider sustainable transport measures to reduce car use. Development is unsustainable.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>Amend the Sites DPD to make clear the status and role of the Infrastructure Delivery Plan (IDP) regarding infrastructure requirements.</li> <li>Amend IDP to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>Amend policy to incorporate Natural England advice.</li> </ul>			

- Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.
- Make ecological data available for consultees, audit biodiversity data and outcomes.
- Amend biodiversity policy wording to address comments raised
- Access arrangement and land ownership will be further explored with the site promoter and Surrey CC / Tandridge DC / West Sussex County Council
- Site promoter is required to carry out a detailed site-specific Transport Assessment and enter pre-application discussions with Surrey County Council to assess the more detailed highways impacts and safety issues, and identify mitigation
- Site promoter is required to carry out an ecological survey
- Amend policy wording to make clear there is a requirement for a Flood Risk Assessment.

695

Mr p Allin

Organisation: Boyer

Behalf Of: Barratt - Crawley Down Road

Promoter

Reference: Reg18/695/1

Type: Object

In order to inform the amount and layout of development at the site, Barratt Developments have undertaken their own assessment in respect to transport, ecology, flood risk and drainage and arboriculture. It is anticipated that as the proposals progress at the site this work will be expanded to include further surveys and assessments necessary to support a planning application at the site.

In respect to housing delivery, Policy SA19 anticipates delivery in years 6-10 (2026-31). We consider that new housing at the site can be delivered prior to 2026 as the undeveloped part of the site is within the ownership of a single landowner. Furthermore Barratt Developments, who have control of the whole site, are a recognised national housebuilder capable of implementing the subsequent planning permission at the site. In line with previous information provided as part of our SHELAA submissions we consider that new housing at the site can be delivered within the first 5 years of the Plan period.

695

Mr p Allin

Organisation: Boyer

Behalf Of: Barratt - Crawley Down Road

Promoter

Reference: Reg18/695/6

Type: Support

A preliminary tree constraints assessment has been undertaken of the major tree groups in order to identify their approximate and collective tree constraints, in terms of root protection areas, crown spread and level of shading. A copy of this assessment is attached at Appendix 6.

695	Mr p Allin	Organisation: Boyer	Behalf Of: Barratt - Crawley Down Road	Promoter
Reference:	Reg18/695/5	Type: Object		

In order to inform the emerging proposals, an initial flood risk and drainage appraisal has been undertaken, a copy of which is attached at Appendix 5.

Initial modelling based on the site area and scale of proposed development identifies that a maximum of 4,623m3 of attenuation should be provided in order to attenuate a 1 in 100 year event plus a 40% climate change allowance. We consider that there is sufficient space within the proposed development to ensure that the SuDS solution, likely to comprise of a range of components (e.g. attenuation basins), is of the required capacity to maintain existing greenfield run-off rates.

A number of potential sources of flooding have been considered with the probability of any likely impacts assessed.

The nearest watercourse to the site is Felbridge Water which runs along the southern east boundary of the development. Whilst parts of the site fall within Flood Zones 2 and 3 it is proposed that all new development will be located within Flood Zone 1 meaning that the site is therefore considered to be at very low risk of flooding from Rivers (and the Sea).

In summary, the site is at very low and low risk of flooding from all the sources (rivers and seas, groundwater flooding, surface water flooding, infrastructure failure flooding and artificial sources flooding).

Under 'Flood Risk and Drainage', the second sentence states "...All development shall avoid the flood extent for the 1 in 100 year event + Climate Change allowances and shall include an additional buffer zone...". We agree that all built development should avoid the flood extent of the 1 in 100 year event (plus climate change) however we do not consider that there is justification for any additional buffer zone which is not a requirement of national policy. On this basis, we consider that the wording "and shall include an additional buffer zone" should be deleted.

695	Mr p Allin	Organisation: Boyer	Behalf Of: Barratt - Crawley Down Road	Promoter
Reference:	Reg18/695/4	Type: Support		

An extended Phase 1 Habitat survey of the site has been undertaken. This records main habitat types and species, identify areas of ecological interest, and provides an assessment of the potential use of the site by faunal species. A copy of this survey is attached at Appendix 4. Based on the results of the work undertaken, the majority of the site is considered to be relatively unconstrained in terms of ecology. The boundary features are considered to be of elevated value and offer potential for a number of protected and notable species, although it is considered that with a sensitively designed masterplan, together with the provision of appropriate avoidance and mitigation measures, the development at the site can be accommodated without adverse effects on these receptors. Furthermore, habitat creation and enhancement within areas of open space could deliver substantial benefits to ecology at the site.

We note that the site is in relatively close proximity of Hedgecourt SSSI and so we have considered the potential impact residential development at the site would have on the SSSI.

The site falls within 7km of the Ashdown Forest SAC, albeit right on the boundary, and so in order to mitigate against any increase in recreational pressure from residents of the development it is proposed to make a financial contribution in line with the Council's current avoidance strategy to secure improvements to either existing or planned new areas of SANG.

In summary, it is considered that the proposed development is highly deliverable in ecological terms. Furthermore, significant opportunities exist for enhancements to biodiversity, in the form of habitat creation and enhancement measures, and provision of additional opportunities for faunal species.

695	Mr p Allin	Organisation: Boyer	Behalf Of: Barratt - Crawley Down Road	Promoter
Reference:	Reg18/695/3	Type: Neutral		

In order to understand the likely highway impacts associated with a development of 200 homes at the site, an assessment using the industry standard TRICS database of comparable schemes has been used. This assessment has also been informed by a series of traffic surveys undertaken on local roads, taking into account recent permissions in the area. This methodology has been agreed with Surrey County Council.

The proposed development is expected to generate 100 two-way traffic movements in the morning peak (8-9am) and 96 movements in the evening peak (5-6pm). In order to understand the distribution of this traffic onto the network, the same methodology as that agreed as part of the recently approved proposals at 15 Crawley Down Road (ref: DM/17/2570) has been used given this scheme’s proximity to the site. Following on from this an assessment was undertaken in respect to the operation on a series of nearby junctions as well as the site access itself.

This work identified that the proposed site access junction will operate significantly within capacity during both the weekday morning and evening peak hours with no queuing anticipated. The impacts of the development are considered to be negligible to the operation of the Rowplatt Lane/Crawley Down Road junction. Likewise, the impacts of the development are also considered to be negligible to the operation of the Rowplatt Lane/A264 Copthorne Road junction.

It is appreciated that the A22/A264 signalised junction is sensitive. Existing modelling indicates that the junction will operate close to its theoretical capacity in the future baseline scenarios. The assessment shows the impact of development will be slight with some increase in junction saturation however it is considered that through optimisation of the signal timings this junction could operate more efficiently and would represent an improvement on the current situation even after taking into the additional traffic generated by development at the site. On this basis, it is considered that the proposed development would have a negligible impact on the operation of the local highway network.

695	Mr p Allin	Organisation: Boyer	Behalf Of: Barratt - Crawley Down Road	Promoter
Reference:	Reg18/695/2	Type: Object		

In order to inform the design of a safe means of vehicular access to the site, speed surveys have been undertaken in accordance with Manual for Streets guidance. Based on the results of these surveys sightlines of 2.4m x 59m, to the west, and 2.4m x 62m, to the east, have been used. The resulting indicative layout, shown below, has been discussed with Surrey County Council Highways who have agreed in principle that it represents an appropriate means of access.

In light of the sites position straddling the boundary of the two highway authorities and given sensitivities around the potential highways impact, we have engaged with both highway authorities at this early stage and have reached an in-principle agreement with Surrey on the proposed means of access and methodology behind assessing the impacts of traffic from the development. These discussions have not identified a need for a ghost right turn with a standard priority T junction being considered acceptable which has been assessed as providing sufficient highway capacity. On this basis, we consider that the second bullet point should be amended as follows:

““Investigate access arrangements onto Crawley Down Road working collaboratively with Surrey and West Sussex County Council Highway Authorities to ensure that a safe means of access together with appropriate visibility is secured”



<b>713</b>	<b>Mrs H Hyland</b>	<b>Organisation:</b> Environment Agency	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/713/5	<b>Type:</b> Support		

The southern part of the site is located within Flood Zones 2 and 3 associated with Felbridge Water. We are pleased to see that no built development will be located in the flood zones through the application of the sequential approach and that consideration of appropriate climate change allowances will be made through requirements for future modelling as part of a Flood Risk Assessment for the site.

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/5	<b>Type:</b> Object		

Hedgescourt Site of Special Scientific Interest (SSSI)

The above allocations constitute major development and are likely to impact on the nearby Hedgescourt Site of Special Scientific Interest (SSSI) through recreational pressure. The SSSI is designated for its woodland habitat and breeding bird and invertebrate assemblages. The SSSI will be accessible from the proposed SA19 and SA20 allocations via a network of Public Rights of Way (PRoWs). The NPPF states in paragraph 175 that ‘if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.’

SA19 refers to provision of greenspace for wildlife and recreation purposes. This will be critical in addressing the potential impacts on the SSSI.

SA19 and SA20 lie adjacent to a substantial area of ancient woodland. This ancient woodland is already abutted by built up areas on its north and eastern boundaries. Allocations SA19 and SA20, in combination, would serve to significantly encircle this woodland with further dense residential area particularly to its north-western and southern boundaries. This risks cutting off the ancient woodland from the wider landscape at a time of crisis in ecological deterioration and fragmentation across the country.

Ancient woodland and the wildlife it supports are particularly vulnerable to various impacts associated with nearby residential areas, which should not be underestimated in the DPD. These include recreational disturbance, fly tipping, light pollution, introduction of non-native plant species from garden waste, predation of wildlife by pet cats and pollution from dog faeces. Given the circumstances relating to SA19 and SA20, it will be essential for the ancient woodland to be protected by substantial semi-natural buffering to distance the development away from the woodland as far as possible (over and above the minimum required 15m buffer in ancient woodland guidance<sup>5</sup>, as currently referred to in SA20). Public access to the woodland should be minimised, and a suitable woodland management plan established to maintain and enhance the ecological value of the woodland in perpetuity. The provision of well-designed greenspace to the west of the ancient woodland will be crucial in diverting people away from the woodland.

Discussions should be held early on with key organisations who may be able to advise or undertake a potential mitigation and enhancement package for the woodland, such as the Forestry Commission, Woodland Trust or local Wildlife Trust for instance.

It will also be crucial for development at these sites to seek to enhance ecological connectivity between the ancient woodland and wider landscape, with substantial ecological corridors, protecting ecological assets which exist already and enhancing them. This will also help the allocations achieve a measurable net gain for biodiversity.

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/7	<b>Type:</b> Object		
<p>European protected sites – Ashdown Forest SPA/ SAC</p> <p>Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.</p> <p>The proposed greenspace will need to be carefully designed to provide Suitable Alternative Natural Greenspace (SANG) to divert people away from recreating on Ashdown Forest. This will need to be in line with agreed SANGS guidance and criteria and will require consultation with Natural England.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/17	<b>Type:</b> Object		
<p>SWT is very concerned about this significant greenfield allocation given the lack of any baseline biodiversity data and its proximity to Hedgecourt Lake SSSI and The Birches ancient woodland.</p> <p>SWT would like to see much more evidence of the current value of the site, in particular in terms of ecosystem services delivery. There also needs to be further consideration of the cumulative impacts when combined with policy SA20.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/18	<b>Type:</b> Object		
<p>Whilst we object to this allocation, if MSDC are minded to retain it, the requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy:</p> <p>‘Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design.</p> <p>Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures’.</p>				

<b>913</b>	<b>Ms K Harrison</b>	<b>Organisation:</b> Surrey County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/913/1	<b>Type:</b>	Neutral	

We have responded to previous consultations to express our concerns regarding the potential impacts of proposed new development in Mid Sussex on the highway network in Surrey. The consultation DPD proposes two site allocations in proximity to the boundary with Surrey. These are:

- SA19: Land south of Crawley Down Road, Felbridge; and
- SA20: Land south and west of Imberhorne Upper School, Imberhorne Land, East Grinstead

We anticipate that, should these proposed allocations come forward for development, each will make appropriate financial contributions towards delivering any necessary strategic highway improvements, including measures required to mitigate the impacts in Surrey. We would welcome specific reference to the potential need for such cross boundary mitigation to be included within the respective policies.

We further consider that any measures to mitigate the impacts of development on sites SA19 and SA20 should be considered in the wider context of the A22/A264 corridor. Whilst some preliminary transport assessment work has been undertaken, we are aware that further more detailed modelling work is required in order to take account of capacity impacts on other junctions along the corridor.

We anticipate that future joint working between our two authorities and with West Sussex County Council, and Tandridge District Council will be undertaken to resolve the above mentioned issues including meetings to discuss future road corridor studies to assess the impacts on Surrey and to determine appropriate mitigation measures.

<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/910/4	<b>Type:</b>	Neutral	

Moreover, it is recognised that SA19 will be accessed via the highway network within Surrey. Tandridge would recommend early communication with Surrey CC, as the CHA, in terms of safe access arrangements.

<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/910/3	<b>Type:</b>	Support	

In relation to SA19 it is noted that it requires a contributions towards any necessary capacity and safety improvements to junctions impacted by the development in the vicinity of the site but where it is deemed not appropriate to add capacity, solutions shall include measures to boost sustainable modes and or re/route traffic. Tandridge supports the policy requirements.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/30	<b>Type:</b> Neutral		
<p>SA 19 Land south of Crawley Down Road, Felbridge</p> <ul style="list-style-type: none"> <li>• Provide bus priority improvements between East Grinstead and Crawley on the A264/A22</li> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Provide improvements to bus stopping facilities on Crawley Down Rd including RTI displays</li> <li>• Highway mitigation - Contribution to A22/A264 Felbridge junction improvement</li> <li>• Contribute towards improvements and positively integrate the PROW which cross the site, including providing a direct link into the NCN21 / Worth Way cycle/pedestrian path and improvements to the Worth Way near the railway station</li> </ul>				

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/666/9	<b>Type:</b> Object		
<p>On balance the Town Council objects to this site unless policy wording is amended to require</p> <p>3.7.1. Highways and Access wording to include: the enhancement of the A22/A264 junction, specifying that this enhancement must deliver improved traffic flows, highway safety and pedestrian safety.</p> <p>3.7.2. Urban Design principles wording to include that this community must be physically integrated in to the Felbridge Community and not East Grinstead, directing that no new internal road systems may connect with existing East Grinstead roads, to avoid coalescence.</p>				

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/2	Type:	Neutral			
<p>It is noted that the total of proposed homes in the site allocation document for East Grinstead is 770 across three sites. This is a significant number of houses especially on the proposed SA20 which must attract infrastructure contributions to support the existing and new community should it go ahead. East Grinstead Town Council would have to object to this site unless an appropriate developer contribution is negotiated</p> <p>Two of the proposed sites have significant impacts on the already over-burdened A22 / A264. It is vital that MSDC via West Sussex CC resolve a plan with Surrey CC and East Sussex CC to address and alleviate, unless this is achieved the Town Council would have to object to these sites.</p> <p>It is noted that MSDC in their methodology have stated that the sites have been chosen with the least effect on traffic, habitats and sustainability. East Grinstead Town Council believes that this is vital in delivering these sites and mitigation to all harm must be at the forefront to all plans and S106 contribution.</p> <p>East Grinstead Town Council requires a seat at the table with negotiations regarding each of the chosen sites should they go forward, due to the significant impact these will have on a conservation area, open sites and general infrastructure.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/7	Type:	Object			
<p>DP 13 Preventing coalescence demands that the settlements remain separate. Therefore this scheme must have no new internal roads connecting Felbridge to East Grinstead. As it is currently shown, the proposal will risk residents being confused as to which community they belong.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/8	Type:	Object			
<p>There are concerns as to the access to the site in this proposal, it is understood that the boundary to the access is common land gifted to the people of Felbridge, If this is the case the access route could be hampered and this must be established to determine whether the planned route is viable as an access route with sufficient passing places.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/15	Type:	Neutral			
<p>The East Grinstead Town Council understands the task that has been before the District Council with the need to identify sites and retain a five year land supply. The three sites do present issues and concerns which must be overcome before any planning can be approved to take place. The Town Council requires policy wording amendments to confirm that we shall be involved with the development of any plans on these sites and the negotiation regarding community infrastructure and highways as needed.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/10	Type:	Object			
<p>The Town Council objects to furthering this site until the matter as to the Common Land ownership is resolved. This may involve the Planning Inspectorate to advise as to the viability of progressing this site.</p>						

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b>	East Grinstead Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/666/6	<b>Type:</b>	Object			

There are concerns as to this site, 200 more dwellings with associated car journeys will exacerbate the road congestion. Appropriate mitigation is necessary. The issue of the properties being built in Mid Sussex and therefore as part of the East Grinstead parish remains at odds with the future residents who will assume that their access being through the Surrey village of Felbridge puts them in that Parish and community. However they have no guarantee of accessing any of the facilities (such as the school) in the village but will instead be forced to travel by car in to East Grinstead.

<b>534</b>	<b>Mrs P Slatter</b>	<b>Organisation:</b>	Felbridge Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/534/1	<b>Type:</b>	Object			

The proposed site is outside the East Grinstead Built up Area and is therefore contrary to adopted District Planning Policy DP12. As the site is designated a Countryside Area of Development Restraint this proposal is also contrary to policy EG2 of the adopted East Grinstead Neighbourhood Plan which states;  
 “Since 2004 Strategic Gaps have been redefined as Countryside Area of Development Restraint. This affects all land to the west, northwest and southwest of East Grinstead outside of the built-up area boundary. It specifically covers Hill Place Farm, the large Imberhorne Lane and Farm sector, Great Wood, Tilkhurst Farm, Crockshed Wood, Furze Field Wood plus the Crawley Down Road land areas on the border with Tandridge, around Tandridge (Felbridge) Water and the area towards Ashurst Wood”.  
 “The (East Grinstead) Town Council considers it important to protect such areas in order to ensure that development does not result in the merging or coalescence of settlements and the gradual accretion of development at the urban fringe”.  
 Felbridge Parish Council believe that the high level of public support for the East Grinstead Neighbourhood Plan affirms the desire of the electorate to protect these open spaces and that full weight should therefore be given to Policies DP12 and EG2.

There are two potential proposed accesses to the site shown on the plan. The first is a strip of land within Tandridge District towards the east end of the site through to Crawley Down Road. The second is a short extension of the existing access of Oak Farm Place near the centre of the eastern field of SA19. To consider each of these in turn;

1) Eastern access through to Crawley Down Road

There is no access at this location. The strip of land indicated as the access was subject to planning application 04/00088/FUL. The area plan and annotated planning application plan is attached in Appendix 1. We have highlighted the proposed access routes in red. It is clear that this route is obstructed by the Plot 7 garage and severely constrained by the house of Plot 7. The area highlighted yellow is the garden of 7 Oak Farm Place, whilst the area highlighted green is the garden of 71 Crawley Down Road.

The proposed access has a field gate set back from Crawley Down Road, but this is only 3.4m between the adjoining property boundaries and is unsuitable as an access for the proposed 200 houses. This compares with the access road width for the approved 200 dwellings at Hill Place Farm which is 7m plus a 2m footway.

It can also be seen that the adjoining property boundaries constrain the proposed access right up to Crawley Down Road preventing the formation of adequate visibility splays. Whilst it may be possible for a developer to purchase a section of frontage from the freehold property east of the entrance point, the land abutting to the west is within Felbridge Playing Fields which was designated a Queen Elizabeth II Playing field in October 2002 and is protected in perpetuity by ‘Fields in Trust’. This protected land cannot be utilised to provide a visibility splay to the west, nor can a new access road be created utilising the Playing Field land.

The DPD indicates the investigation of the creation of a ghost right turn into the entrance. The land abutting the north of Crawley Down Road is Registered Common Land (part of Felbridge Village Green) and therefore widening the highway at this location to provide for a ghost right turn is not possible.

Thus, the eastern access proposed for site SA19 is inadequate to support the proposed site.

2) Access utilising the existing Oak Farm Place roadway

There is restricted access at this location. The approach north from the site to the southern boundary of Oak Farm Place is wide but narrows significantly as it meets the 4m wide shared use access road within Oak Farm Place. It can be seen from the photograph in Appendix 2 that the dwellings of plots 1-3 Oak Farm Place are immediately abutting the access road. Therefore, increasing the road use to access an additional 200 houses would have a serious negative impact upon the amenity of these properties.

The existing shared use access road is 4m wide. In front of plots 1-3 Oak Farm Place it could be possible to widen the roadway to the west increasing its carriageway width, but this would require the removal of a number of trees that have Tree Preservation Orders. Even with the tree removal, there is inadequate land between the existing dwellings and the football pitch to provide the necessary carriageway and separate footway. The existing road also deviates to the west in front of plots 1 and 4, this is to avoid the root protection areas of more protected trees on the east side of the access road, further preventing its widening to the necessary width to provide a minimum carriageway and single footpath.

The land abutting to the west is within Felbridge Playing Fields which was designated a Queen Elizabeth II Playing field in October 2002 and is protected in perpetuity by ‘Fields in Trust’. This protected land cannot be utilised to provide additional land for a wider access road.

The DPD indicates the investigation of the creation of a ghost right turn into the entrance. The land abutting the north of Crawley Down Road is Registered Common Land (part of Felbridge Village Green) and thus widening the highway at this location to provide for a ghost right turn is not possible.

Thus, the second access proposed for site SA19 is inappropriate as it is impossible for it to provide a suitable access width for 200 houses.



534	Mrs P Slatter	Organisation:	Felbridge Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/534/2	Type:	Object			
<p>The proposal states that its objective is ‘to deliver a sympathetic extension to Felbridge’. Felbridge is a Surrey Village with 532 dwellings within the built-up area of the Village Boundary. There are current 71 dwellings within Mid Sussex on the south side of Copthorne Road and Crawley Down Road abutting the built-up area of Felbridge Village. Recent permissions have been granted for a further net 120 dwellings in this location. The 200 additional dwellings proposed for this site would make the total houses within Mid Sussex nearly 400. Therefore, Felbridge would have approximately 40% of the village within the neighbouring County.</p> <p>Felbridge is defined as a rural village within Tandridge District; it has no doctor surgeries, pharmacy, dentist, opticians or any other such infrastructure. Due to the County and District Council process for handling infrastructure contributions resulting from development, not a single pound of funding has been contributed to any Surrey facilities or to fund any infrastructure improvements within Felbridge Village from the 120 Mid Sussex houses recently granted consent or any previous approvals.</p> <p>Felbridge Village is surrounded by Green Belt on the Surrey side of the built-up area. This constrains development to limited in-filling within the village, thus there is no viable site within Felbridge to provide significant CIL funds to progress infrastructure that could support the existing housing growth within the Sussex part of the village.</p> <p>Thus, whilst proposed site SA19 will provide a significant financial contribution it will not provide any improvement in infrastructure within the village that it states is being extended by the proposal.</p>						

534	Mrs P Slatter	Organisation:	Felbridge Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/534/8	Type:	Object			
<p>The gross site area is 8.5 hectares, but this is reduced to 6.5 hectares when the flood zone area has been excluded. Therefore, the proposed 200 dwellings on the developable part of the site therefore equates to a net 31 dwellings per hectare (dph). The site abuts the southern edge of the village of Felbridge where the average housing density south of Crawley Down Road varies between 14-24 dph. Therefore, the proposed density is inappropriate for this location, particularly as this will extend the bounds of the village further into the open countryside.</p> <p>It is noted that in the MSDC Consultation Draft Supplementary Planning Document dated 28th October, the Garden Wood Estate and the stretch of the East Grinstead built-up area towards Felbridge is characterised as ‘Low Density Suburban’ which it defines as having a housing density of less than 20 dph. There is also a reference to the design criteria of reducing the housing density approaching the boundary with the countryside. With a housing density of circa 31 dph, the proposed development under SA19 considerably exceeds the MSDC target density for boundary dwellings.</p>						

<b>534</b>	<b>Mrs P Slatter</b>	<b>Organisation:</b> Felbridge Parish Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b>	Reg18/534/3	<b>Type:</b>	Object
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The proposed site will give additional vehicular movements on Crawley Down Road which are likely to want to join the A264 (Copthorne Road) to head either east towards Godstone/Lingfield/East Grinstead or west towards Crawley. Traffic modelling for the 63 dwellings at 39 Crawley Down Road identified that the peak hour movements from that site were 52% eastbound and 48% westbound. These desired routes could be achieved by using Rowplatt Lane to the west of the site entrance or the junction of Crawley Down Road and Copthorne Road to the east. Recent transport studies have shown that following completion of the approved MSDC dwellings on the south of Crawley Down Road, the Rowplatt Lane junction with the A264 Copthorne Road will be at capacity. Rowplatt Lane has also been recently reviewed by Surrey Highways and identified as being unsuitable for HGV’s due to its narrow width at the northern end where it joins the A264 Copthorne Road. At this point it is constrained by the dwellings on either side and it is not possible to widen the road to improve the junction capacity. The junction of Crawley Down Road and the A264 Copthorne Road is an acute angle, making the west turn out of Crawley Down Road virtually impossible without encroaching upon the oncoming traffic. The land to the west of the Crawley Down Road/Copthorne Road junction is Felbridge Village Green and is designated Common Land. Surrey Highways have confirmed that they are unable to ‘square up’ this junction due to the Common Land. The major A264/A22 junction at The Star is only 820 metres to the east of this site. A July 2018 traffic study showed queues were in excess of 100m for more than 7 hours per day, demonstrating that this is not a ‘peak hour’ capacity issue. Whilst junction improvements are planned for the Star junction (Hill Place Farm appeal ref: 3142487) these improvements were only intended to provide mitigation for the additional housing at Hill Place Farm. The detailed Transport Assessment for the more recent appeal for land at 39 Crawley Down Road (ref: 3205537) demonstrated that the Star junction would be operating at 95% utilisation, which is its practical capacity even following the planned improvements once all the approved and committed developments (as at 1st April 2018) have been occupied. Thus, there is no available junction capacity to accommodate another site in such close proximity.

<b>625</b>	<b>Mrs J Nagy</b>	<b>Organisation:</b> Worth Parish Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b>	Reg18/625/3	<b>Type:</b>	Object
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The Parish Council notes that the Selected Sites include two sites together yielding 750 new homes in the protected gap between East Grinstead and Crawley Down. The Council believes that these developments would have a significant negative impact on the countryside and that the traffic generated will impact on the A264 and the local road network through Crawley Down.

The Council requests that the proposed actions addressing the safeguarding of Land for Strategic Highway Improvements (SA35) should be extended to include the Dukes [lead roundabout and the Junctions of, and between, Vicarage Road and Grange Road with the Turners Hill Road.

<b>734</b>	<b>Mr B Sturtevant</b>	<b>Organisation:</b> East Grinstead Labour Party	<b>Behalf Of:</b> East Grinstead Labour Party	Organisation
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<b>Reference:</b>	Reg18/734/2	<b>Type:</b>	Neutral
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East Grinstead Labour Party wish to comment on the proposals contained in the Mid Sussex District Plan. Specifically we wish to comment on, SA18, SA19,and SA20 which come within our area of responsibility.

SA18, If the Police wish to go ahead with the sale of this land we are not opposed to its redevelopment provided it is used for the community. It is a public asset and it should continue to be so. We would therefore support a development of sheltered housing for elderly and disabled people administered by the appropriate local authority. This would then compensate for the loss of sheltered housing on Quarry Rise. There is a growing need for this type of housing in the area. We would want the development to be limited to 2 storeys so as not to be out of character with the surrounding area. We also think there needs to be road widening at the access to Escotts Road as this is a current bottleneck.

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/602/3	<b>Type:</b>	Object	

This is for 200 houses. Felbridge has few facilities other than a well populated primary school ( which is in Tandridge ) and an indifferent bus service. The proposed site would generate a disproportionate increase in motor traffic throughout the day from early commuters, schools morning and afternoon and movements to use the facilities for shopping etc of East Grinstead. The junction of Crawley Down Road with Copthorne Road is at an acute angle, not susceptible to redesign and not far from the major A22/A264 junction at Felbridge. This traffic together with that from the sites mentioned earlier could bring the area to a complete halt.

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/602/4	<b>Type:</b>	Object	

The site itself appears to be built partly on the floodland beside the Felwater stream. The site would have to be carefully planned to avoid the run-off of water from hard surfaces throughout the site exacerbating flooding.

<b>770</b>	<b>Mr P Tucker</b>	<b>Organisation:</b> Felbridge Protection Group	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/770/9	<b>Type:</b>	Object	

1.The necessity for bringing forward the Site Allocations DPD, within a year of the District Plan being adopted, is to meet the requirement to identify sufficient sites to deliver the unmet housing need for Crawley post 2023/24, allocated to Mid Sussex in the recommended modifications to the submitted draft District Plan as set out in the Inspector's Report.1

2.This response focuses on the sites proposed at East Grinstead that will add a further 722 homes in addition to those already committed via the local development plan and through windfall developments. We consider that these proposed additional allocations are not sustainable and should be replaced by other sites that are sustainable, located nearer to Crawley.

3.We do not consider that the Council has followed best practice, or due process, in producing this draft DPD. We consider that it has failed to engage with the public satisfactorily and that it has not adhered to the principle of front-loading consultation.

4.There is no unmet need to make up in Mid Sussex in general and specifically none at East Grinstead. The allocations proposed at East Grinstead are to meet Crawley's unmet need. Therefore, these need to be shown to be 1) sustainable in themselves and 2) the best solution to meet the unmet need at Crawley, some 13 km distance from East Grinstead, along the congested A264.

5.We argue that neither criteria is met by the proposals in the draft Site Allocations DPD. The sites at East Grinstead are not sustainable and should be removed from the DPD and the Council needs to revisit sites abutting Crawley, that are sustainable, that could be delivered and would better meet the requirement to provide homes to meet Crawley's unmet need.

<b>717</b>	<b>Mr R Tullett</b>	<b>Organisation:</b>	Sussex Ramblers Association	<b>Behalf Of:</b>	Sussex Area Ramblers Association	<b>Organisation</b>
<b>Reference:</b>	Reg18/717/1	<b>Type:</b>	Object			
<p>Surface improvements are required to PROW 40aEG that passes through this site, to enable this route to provide access for walkers, cyclists and horseriders from Felbridge to Worth Way and East Grinstead. Permeability for non-car users will be key to delivering sustainable travel objectives.</p> <p>Conclusion Sussex Ramblers believes that the negative impact of development of Site SA20 means that the Site should be withdrawn from the draft DPD. Alternative sites should be considered to meet the District Plan targets.</p>						

<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b>	Sustain Design	<b>Behalf Of:</b>	The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b>	Reg18/766/3	<b>Type:</b>	Object			
<p>With the removal of these two sites from the proposals, the deficit currently indicated in Category 3 settlements of 136 homes could be better utilised to maximise its potential contribution, resulting in the following allocation:</p> <p>Category 1 = 662, Category 2 = 235, Category 3 = 439, Category 4 = 12, Total 1348, Deficit 159</p> <p>This would result in a more manageable allocation of approximately 159 homes within East Grinstead. This could be allocated within a smaller section of either SA19 or SA20, allowing for a full and correct review of potential improvements of the junctions which would be impacted by the developments. Indeed, the allocation could be assigned fully to SA19 providing 200 homes and result in allocations which only slightly exceed the 1507 total allocation or that could be filtered back down to relieve the Category 3 settlement requirement. If this approach was taken it could result in Category 3 settlements requiring 98 homes or an additional allocation of 8 homes per settlement in this category. Alternatively, an allocation of either larger or additional small sites within a selection of these settlements.</p>						

<b>1005</b>	<b>Mr L Beirne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1005/5	<b>Type:</b>	Object			
<p>P49: SA19: The 'Landscape Master Plan' without explaining in Plain English or referred to elsewhere remains 'abstract' at this stage.</p> <p>P50: SA19: How has the safety implications been assessed as being acceptable given the present volume of traffic and for the future increase from new development – i.e., the number of crashes/fatalities/ thousands of movements.</p> <ul style="list-style-type: none"> <li>There are suggestions that this development borders an existing flood area where the development could increase the risk of flooding to both existing and new dwellings.</li> </ul>						

<b>1392</b>	<b>Mr F Berry</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1392/5	<b>Type:</b>	Object			

P49: SA19: What is The 'Landscape Master Plan'?

P50: SA19: Adequate measures will need to be taken to ensure there are no problems of flooding on to the new development and nearby houses.

<b>550</b>	<b>Mrs N Bourdouvali</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/550/2	<b>Type:</b>	Object			

Why do we need the 50% extra housing on top of what is required.

We do not have the infrastructure within the town. Schools and doctors, dentists are full to capacity. The roads in an out of East Grinstead are so congested that they are dangerous

<b>1393</b>	<b>Mr M Funnell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1393/3	<b>Type:</b>	Object			

SA19 Land south of Crawley Down Road :- The sustainable transport strategy needs to do more than link with the existing PROW. It needs to be integrated into the road network, which will need much redesigning on the whole vicinity. The collaboration between West Sussex CC and Surrey CC needs to ensure that proper provision for cycling is made at junctions ie not "cyclists dismount", "end of cycle lane" and Toucan crossings sort of nonsense that both councils waste money on. Also Mill Lane and Stub Pond Lane (D roads) in Surrey are good links for sustainable transport northwards, but Surrey CC doesn't seem to have the funds (or want) to provide a suitable surface on Stub Pond Lane. There is already provision for a superb exiting greenspace to the south, but 550 houses SA20 are proposed for that!

582	Mr & Mrs R & T Tullett	Organisation:		Behalf Of:	East Grinstead and District Cycle Forum	Resident
Reference:	Reg18/582/2	Type:	Object			

This draft Site Allocations DPD proposes an extra c800 dwellings to be added to the District Plan target for the East Grinstead area - this would bring the total number of homes to be provided in the East Grinstead area during the District Plan period (2014 to 2031) to around 2500 - thus adding around 25% to the population of East Grinstead. Our comments below relate to the Housing Sites SA18. SA19, SA20.

The East Grinstead and District Cycle Forum is supportive of sustainable development, but there is nothing in these proposals that gives us any confidence that the necessary investment in sustainable transport infrastructure and services (Cycling, Walking and Public Transport) will be made. If these plans take away the open countryside we enjoy for our physical and mental wellbeing, and add 25% to the number of car journeys undertaken in the area, the health, economic and environmental damage will be enormous.

Very little is proposed for sustainable transport measures in this DPD – bus priority lanes on the A264 to Crawley, a bus stop on the Imberhorne Farm development, a new cycling/walking link to the Worth Way. The Systra Transport study states these measures might deliver a 2 or 3% reduction in the additional car journeys that another 750 homes, GP surgery, new primary school, care home etc. might generate. A completely inadequate response to the challenge.

The highway improvements to A264/A22 junctions, as proposed in the Atkins 2012 study, are referenced in the draft DPD at SA35, and the junctions shown in Appendix E. However, it is acknowledged that these were designed to address existing congestion and will not provide capacity for significant additional journeys. There seems to be an acceptance of permanent rush hour gridlock on the A22/A264 London Road in East Grinstead, and a suggestion that new traffic generated from Imberhorne Farmlands (SA20) can be allowed to use routes B2028/B2110 via Turners Hill until they are also gridlocked. Only then would people be forced to use sustainable transport options. No specific transport measures are proposed to support 200 new homes on Crawley Down Road (SA19), beyond the minor improvements included in Surrey CC investment plans.

The East Grinstead Cycle Forum wants MSDC to address the following issues before progressing the draft DPD to the next stage:

- Completion of a fully funded Local Cycling and Walking Infrastructure Plan (LCWIP) for the whole of East Grinstead to work out how we can achieve the modal shift to cycling/walking journeys in the town, through safer roads and new purpose-built cycle routes. We are ready and willing to contribute to the execution of an LCWP in East Grinstead.
- Provide much greater clarity on the level of private car usage that is predicted on the A22/A264 and other routes to the west of East Grinstead, and how this is forecast to change over the next 5, 10 and 15 years.
- Upgrade the surface of all existing Bridleways and Restricted ByWays in the East Grinstead area to provide conditions suitable for commuter and everyday cycling.
- Develop plans for a step change in investment in local buses, to ensure that bus services are much more frequent, reliable, quicker and more competitive on price. Honestly address the problem of how this can be delivered and maintained in the long term, given the current deregulated bus services in West Sussex, and the history of subsidy cuts to rural buses in this area.

In order to illustrate the real-world impact that well-designed safe cycling infrastructure can have please take note of the following:

- 1.The East Grinstead Strategic Development Transport Advice Report states that 7,346 car journeys are carried out every morning rush hour.
- 2.A recent survey by the Brake road safety charity stated that "35% of people would switch to cycling for commuting if the roads were less dangerous"
- 3.66% of all British journeys are under 5 miles - a distance easily cycled in less than 30 minutes.

Using the above data, it is clear that good quality cycling infrastructure has the potential to take nearly 1,700 car journeys off the road every morning rush hour. The positive impact of this on congestion, air quality, public health and well-being as well as parking, road maintenance, road policing and road safety is too significant to ignore any longer.

In conclusion, the East Grinstead Cycle Forum doesn’t believe that the proposed additional development for East Grinstead will be “sustainable” as defined in the 2019 NPPF unless we have clear and realistic transport strategies to avoid ever increasing reliance on the private car. These proposals in their current form merely lock in car dependency for another generation.

Site/Policy: SA20 – Imberhorne Lane, East Grinstead			
Number of Comments Received			
Total: 69	Support: 6	Object: 50	Neutral: 13
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• Appropriate financial contributions towards delivering necessary strategic highway improvements, including in Surrey, should be secured and reference to potential need for cross boundary mitigation should be explicit; measures should include impacts on the wider A22/A264 corridor (Surrey CC).</li> <li>• Support the provision of land for early years and primary school and GP surgery. Contributions towards junction improvements should be sought where design identified (Tandridge).</li> <li>• Reference to location in 7km buffer for the Ashdown Forest SPA or cross reference to policy DP17 should be made. Suitable Alternative Natural Greenspace (SANG) provision supported in principle. Cross boundary discussion with East Sussex County Council (ESCC) is necessary regarding highways and education (Wealden).</li> <li>• Contaminated land policy wording does not refer to historic landfill around the farm which could impact on layout. (Environment Agency).</li> <li>• Concern regarding the effects on the setting of grade II* listed assets. Heritage Impact Assessment should be undertaken (Historic England).</li> <li>• Impact on Hedgecourt Site of Special Scientific Interest (SSSI) - green space on site will therefore be critical. Potential harmful impact on ancient woodland - substantial semi-natural buffer, beyond the 15m minimum in the policy and woodland management plan should be required. Enhanced ecological connectivity between the ancient woodland and wider landscape is critical. Ashdown Forest mitigation will be necessary and the proposed Suitable Alternative Natural Greenspace (SANG) needs to be in line with guidance and Natural England consulted (Natural England).</li> <li>• Limited current capacity exists in the local sewerage infrastructure to accommodate the development, not a constraint however planning policy should therefore ensure that conditions ensure occupation of development is phased to align with delivery of new wastewater infrastructure. Policy wording should be amended (Southern Water).</li> <li>• Biodiversity policy needs updating. Ecological survey results should be provided – concern regarding habitat loss and inclusion of section of the Worth Way Local Wildlife Site (LWS) (Sussex Wildlife Trust).</li> <li>• Concern regarding coalescence. Clarity regarding the SANG required. Transport impacts. (Felbridge Parish Council).</li> <li>• Allocation must support existing and new community infrastructure and address highways and access, habitats and sustainability; the access may require 3<sup>rd</sup> party land. Concern regarding coalescence. Policy should be amended to address concerns relating to highway impacts and coalescence – Suitable Alternative Natural Greenspace (SANG) should be used to preserve the gap between settlements. (East Grinstead Town Council).</li> </ul>			
Comments from Residents/Other			
<ul style="list-style-type: none"> <li>• Road network is congested</li> <li>• Good quality cycle network needed in this area to remove cars from the road network Landscape and habitat implications from this large-scale development</li> <li>• Excessive number of houses in the area, will impact on A22</li> </ul>			

- There are already suitable brownfield sites that could accommodate the required amount of development
- Few facilities nearby, meaning residents will need to drive to services
- Fields and footpath are currently well used by residents, dog walkers, school children
- Important to provide adequate housing in East Grinstead but this is the wrong location

#### **Actions to Address Objections**

- Amend the Sites DPD to make clear the status and role of the Infrastructure Delivery Plan (IDP) regarding infrastructure requirements.
- Amend IDP to include recommended sustainable transport infrastructure and refer to this in policy wording.
- Jointly commission additional evidence with West Sussex County Council /Surrey/Tandridge to explore highways improvements related to the A22/A264
- Cross boundary working will continue with all affected authorities.
- Discuss requirements with West Sussex County Council and amend policy wording to address the requirements for potential mineral sterilisation
- Site promoter advised to engage in pre-application discussion with Historic England and undertake any work necessary.
- Update policy to incorporate Natural England advice.
- Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.
- Make available up to date ecological survey information and assess the potential inclusion of a Local Wildlife Site.
- Amend 'Utilities' policy wording to address Southern Water comments.
- Carry out further work with the site promoter to determine the extent of proposed SANG. Work with site promoter re SANG location to address the concerns regarding coalescence.
- Site promoter is required to carry out a detailed site-specific Transport Assessment and enter pre-application discussions with West Sussex County Council to assess the more detailed highways impacts and safety issues, and identify mitigation
- Review Contaminated Land records in relation to site and update policy requirements where necessary.



738	Ms K Lamb	Organisation:	DMH Stallard	Behalf Of:	Welbeck - Imberhorne	Promoter
Reference:	Reg18/738/6	Type:	Object			

Phasing

Policy SA 20 identifies indicative phasing of the site for year 6 – 10 of the SA DPD plan period. Welbeck have undertaken significant site assessment which would support a planning application as the earliest opportunity, there are no constraints to the delivery of the site in the 1 – 5 year plan period.

Furthermore, there is a pressing need to deliver the site to enable the expansion and consolidation of Imberhorne Secondary Schools onto the Imberhorne Lane site, which can only be realised through the release of the land identified through Policy SA 20. Any delay to the release of the site would result in future deterioration of the facilities and therefore education provision at the Imberhorne Lower School site, as well as a delay to the release of that site for housing, as set out in the EGNP.

Gypsy and Travellers and Travelling Showpeople provision:

Policy SA 20 will deliver significant local infrastructure over and above that required of the site and significantly more than other sites within the District Plan and SA DPD, as such, further infrastructure provision puts at risk the viability of the site and would place onerous burden on the proposals.

Furthermore, detailed masterplanning of the site has been undertaken, which shows how the proposed uses can be assimilated onto the site. The masterplanning to date, does not include land for gypsies, travellers and travelling showpeople and it is questioned how this could be delivered on the site in a satisfactory way without the loss of other land uses proposed through the policy requirements. Welbeck therefore object to the inclusion of this provision through policy SA 20.

<b>738</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Welbeck - Imberhorne	<b>Promoter</b>
<b>Reference:</b> Reg18/738/1		<b>Type:</b> Support		

Paragraph 72 of the NPPF, which supports large scale development such as that proposed by Policy SA 20, requires that proposals support a sustainable community, with sufficient access to services and employment. The proposed development will deliver a range of additional land uses in addition to the 550 dwellings proposed, including; land for a primary school (and early years provision), land for expansion of Imberhorne Secondary School, a Care Village, and significant open space including Strategic Suitable Natural Greenspace (SANG). The development will provide social and economic opportunities within the proposal itself, as well as being well located close to existing employment opportunities (Birches Industrial Estate and the Town Centre).

The development will also promote a healthy community, as required by Section 8 of the NPPF. Paragraph 91 of the NPPF requires that policies should aim to achieve healthy, inclusive and safe places, the development of land west of East Grinstead, will deliver against these objectives as follows:

- It will promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other, through the delivery of primary and secondary education, mixed housing tenures and housing for older people (paragraph 91 of the NPPF).
- The scheme will deliver additional early years, primary and secondary education on the site, to meet the needs of the local area as well as the need arising from the proposal itself (paragraph 94 of the NPPF).
- It will reduce the need to travel by car. The site is well linked to existing bus routes and is within walking/cycling distance of a Train Station. It will include significant opportunities for new footways and cycleways, linking the site to the Worth Way and other existing routes (paragraphs 91 and 98 of the NPPF)
- It also has a range of uses on the site, which will reduce the need to travel, including a local centre, education and employment needs and is close to existing employment opportunities, and a wider range of local shops.
- The significant open space, including strategic SANG, totalling over 50ha will provide opportunities for healthy lifestyles such as walking and cycling, it will also promote social interaction. The additional land for Imberhorne Secondary School will provide superior sports provision for the School, but will also be available for use by the wider community (paragraph 96 of the NPPF).
- The local centre and Care Village provides an opportunity to deliver new health care services to the west of East Grinstead (subject to local need, defined by the CCG) (paragraph 91 of the NPPF).

SANG provision:

Further to detailed discussions with the Council, it is now proposed that the site will deliver a strategic SANG, to meet future needs in and around East Grinstead, including the development of the site. This will mitigate the impacts arising from the development of the site and future residential development in the north of the District, against harm to the integrity of the Ashdown Forest SPA.

The revised masterplan now shows land west of the ‘Gullege’ PRoW, as strategic SANG of approximately 40ha, significantly over and above the 11ha SANG requirement arising from the site itself. Welbeck will continue to work with the Council in developing an appropriate landscape proposal for the SANG provision.

Welbeck has undertaken a suite of site assessments which have been shared with the relevant statutory consultees, including the District Council as part of the Call for Sites. This information includes:

- Highways modelling and assessments;
- Landscape and visual impact appraisal
- Ecology Phase 1 and Phase 2 Surveys;
- Desk based drainage assessment;
- Heritage and archaeological assessment; and
- Tree surveys.

This detailed site assessment has been submitted to MSDC as part of the Call for Sites process; we also enclose a summary Highways Note reflecting the locational sustainability of the site and Welbeck’s support for the highways evidence prepared in support of the SA DPD.

<b>738</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Welbeck - Imberhorne	<b>Promoter</b>
<b>Reference:</b>	Reg18/738/2	<b>Type:</b> Support		
<p>WSCC and Imberhorne School have long been committed to consolidating the school campuses on the Imberhorne (Upper) Lane site, as outlined in the EGNP but also through the ongoing joint working between the County Council and Welbeck. Welbeck have worked with WSCC to agree a land swap which would provide a net increase in school land of 4ha, to include enhanced sports facilities and allow for consolidation of the school sites onto the Imberhorne Lane site. The land swap will also provide a second point of access to the wider site, which can also serve the new school facilities which will be made available to the wider community.</p>				

<b>738</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Welbeck - Imberhorne	<b>Promoter</b>
<b>Reference:</b>	Reg18/738/3	<b>Type:</b> Support		
<p>Welbeck will continue to engage with MSDC's Conservation Officer and other appropriate stakeholders in relation to the detailed masterplanning of the development parcels and open space (including SANG land) to ensure the conservation of the listed buildings adjacent to the site.</p>				

<b>776</b>	<b>Ms S Heron</b>	<b>Organisation:</b> Rydon	<b>Behalf Of:</b>	<b>Promoter</b>
<b>Reference:</b>	Reg18/776/16	<b>Type:</b> Object		
<p>This site has a long history of non-delivery. The West Sussex Structure Plan 2001-2016 (now revoked) allocated a wider area of land to the west and south west of East Grinstead for circa 2,500 homes.</p> <p>The South East Plan 2006-2026 (now revoked) noted that land west and south west of east Grinstead should be brought forwards for circa 2,500 homes.</p> <p>The East Grinstead Strategic Development Area Action Plan 2006 (which would have formed part of the Local Development Framework if it had been adopted – it was later abolished) set out the detail for the allocation of land west and south-west of East Grinstead.</p>				

<b>776</b>	<b>Ms S Heron</b>	<b>Organisation:</b> Rydon	<b>Behalf Of:</b>	<b>Promoter</b>
<b>Reference:</b>	Reg18/776/17	<b>Type:</b>	Object	

East Grinstead has suffered from large volumes of traffic for many years, with persistent calls for a bypass to be provided from as far south as Forest Row all the way to the north and west of the town since 1988. However, these proposals have not come to fruition and the town remains as a significant location along the A22 between the coast and London.

3.4.5 Previous traffic study reports have advised that the existing highway network at the junctions of the A22/A264 and the Imberhorne junction is over capacity during the morning and evening peak periods on a typical weekday and that scope for physical improvements at key junctions is constrained.

3.4.6 This site is located immediately adjacent to these two junctions, and given its distance from the town centre, it is considered likely that most day to day retail, community, leisure and commuter trip generation (e.g. Doctors, leisure facilities and access to the main line railway station) will involve vehicular trips movements adding increased volumes of traffic into East Grinstead.

However, any capacity improvements have been exhausted at the two key junctions and further improvements require third party land. The policy is not clear on how the impact on the local highway network will be mitigated and merely states the following:-

“Provide any necessary capacity and safety improvements to junctions impacted upon by the development in the vicinity of the site after all relevant sustainable travel interventions have been fully explored and their mitigation accounted for.”

3.4.9 At this stage of the process, the deliverability of the proposed allocation sites need to have been fully investigate The SAD document fails to do this, appendix one refers to the Safeguarding of Land for Strategic Highway Improvements, but only includes a picture of the junctions with a red box with no clear strategy for highway improvements.

This suggests that improvements to these junctions will not be required as the impacts from additional traffic will not result in severe impacts but this is a contrived and unreliable conclusion that runs contrary to Paragraph 109 of the NPPF.

<b>713</b>	<b>Mrs H Hyland</b>	<b>Organisation:</b> Environment Agency	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/713/6	<b>Type:</b>	Support	

We support the requirements in relation to flood risk management and in particular the reference to natural flood risk management techniques being integrated into the layout and design of the development.

<b>713</b>	<b>Mrs H Hyland</b>	<b>Organisation:</b> Environment Agency	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/713/7	<b>Type:</b>	Neutral	

Whilst the site specific requirements recognise the potential for contaminated land there is no reference to the historic landfill site located on the site. This is to the south east of the site located around Imberhorne Farm. Full consideration of this will be required and may impact on site layout.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/10	<b>Type:</b> Object		
<p>We are particularly concerned about Policy SA20 Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead. In this case we are concerned that the effects on the setting of the adjacent GII* Listed Buildings, Gulledge Farmhouse and Imberhorne Farm Cottages, The latter, in particular, has highly significant associations with the surrounding fields and agricultural landscape which were part of the medieval Lewes Priory holdings. These historical connection nor the visual interaction of buildings and landscape appear not to have not been fully assessed or taken account of in allocating the site. The scale and extent of the proposed housing and associated development in this area is likely to significantly impact on this relationship and the contribution it makes to the significance of the heritage assets. We recommend that a Heritage Impact Assessment is undertaken prior to the finalisation of the draft DPD to determine the capacity of site having taken into account the historic importance of the landscape to the setting of the listed buildings.</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/8	<b>Type:</b> Object		
<p>European protected sites – Ashdown Forest SPA/ SAC          Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.          The proposed greenspace will need to be carefully designed to provide Suitable Alternative Natural Greenspace (SANG) to divert people away from recreating on Ashdown Forest. This will need to be in line with agreed SANGS guidance and criteria and will require consultation with Natural England.</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/6	<b>Type:</b>	Object	

Hedgécourt Site of Special Scientific Interest (SSSI)

The above allocations constitute major development and are likely to impact on the nearby Hedgécourt Site of Special Scientific Interest (SSSI) through recreational pressure. The SSSI is designated for its woodland habitat and breeding bird and invertebrate assemblages. The SSSI will be accessible from the proposed SA19 and SA20 allocations via a network of Public Rights of Way (PROWs). The NPPF states in paragraph 175 that ‘if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.’

SA19 and SA20 lie adjacent to a substantial area of ancient woodland. This ancient woodland is already abutted by built up areas on its north and eastern boundaries. Allocations SA19 and SA20, in combination, would serve to significantly encircle this woodland with further dense residential area particularly to its north-western and southern boundaries. This risks cutting off the ancient woodland from the wider landscape at a time of crisis in ecological deterioration and fragmentation across the country.

Ancient woodland and the wildlife it supports are particularly vulnerable to various impacts associated with nearby residential areas, which should not be underestimated in the DPD. These include recreational disturbance, fly tipping, light pollution, introduction of non-native plant species from garden waste, predation of wildlife by pet cats and pollution from dog faeces. Given the circumstances relating to SA19 and SA20, it will be essential for the ancient woodland to be protected by substantial semi-natural buffering to distance the development away from the woodland as far as possible (over and above the minimum required 15m buffer in ancient woodland guidance<sup>5</sup>, as currently referred to in SA20). Public access to the woodland should be minimised, and a suitable woodland management plan established to maintain and enhance the ecological value of the woodland in perpetuity. The provision of well-designed greenspace to the west of the ancient woodland will be crucial in diverting people away from the woodland.

Discussions should be held early on with key organisations who may be able to advise or undertake a potential mitigation and enhancement package for the woodland, such as the Forestry Commission, Woodland Trust or local Wildlife Trust for instance.

It will also be crucial for development at these sites to seek to enhance ecological connectivity between the ancient woodland and wider landscape, with substantial ecological corridors, protecting ecological assets which exist already and enhancing them. This will also help the allocations achieve a measurable net gain for biodiversity.

<b>13</b>	<b>Mr P Santos</b>	<b>Organisation:</b> South East Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/13/3	<b>Type:</b>	Neutral	

Regarding the site allocations facilitated on Appendix 1 MSDC Site Allocations DPD (Consultation Draft October 2019) site specific policy requirements for proposed site allocations relating to utilities South East Water thinks that there are some areas to look at such as:

SA20 - 500 4 km Grovelands to Selsfield - East Grinstead

- 600 3km reinforcement - Peasepottage
- 3,500 14 km Reinforcement - Burgess Hill
- between Barcombe Mills and
- St Francis Hospital
- 480 7.2 km Reinforcement - Firlé to Burgess Hill

<b>620</b>	<b>Ms C Mayall</b>	<b>Organisation:</b> Southern Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/620/4	<b>Type:</b> Neutral		

The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure. Proposals for 550 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation. Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019). We note that reference has been made in the Utilities section of Policy SA20 to the need to reinforce the sewer network, however in consideration of the above, and to align with other policies in the Site Allocations DPD, we recommend the following criterion is also added: Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/19	<b>Type:</b> Object		

SWT commented on this allocation in our letter dated (dated 15/10/18) and stated that up to date ecological surveys should be conducted in order assess the site's suitability for delivering sustainable development. It is disappointing that this information has not been provided. Without it we cannot assess the ability of this site to meet the environmental objectives required by the NPPF. We note that the allocation boundary still includes a section of the Worth Way LWS, namely part of Imberhorne Cottage Shaw ancient woodland. The allocation also appears to contain habitats suitable for farmland birds, including skylark for which mitigation is rarely successfully provided. We therefore question the assumption that impacts on this site can be avoided and mitigated.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/20	<b>Type:</b> Object		

The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.

<b>913</b>	<b>Ms K Harrison</b>	<b>Organisation:</b> Surrey County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/913/2	<b>Type:</b>	Neutral	

We have responded to previous consultations to express our concerns regarding the potential impacts of proposed new development in Mid Sussex on the highway network in Surrey. The consultation DPD proposes two site allocations in proximity to the boundary with Surrey. These are:

- SA19: Land south of Crawley Down Road, Felbridge; and
- SA20: Land south and west of Imberhorne Upper School, Imberhorne Land, East Grinstead

We anticipate that, should these proposed allocations come forward for development, each will make appropriate financial contributions towards delivering any necessary strategic highway improvements, including measures required to mitigate the impacts in Surrey. We would welcome specific reference to the potential need for such cross boundary mitigation to be included within the respective policies.

We further consider that any measures to mitigate the impacts of development on sites SA19 and SA20 should be considered in the wider context of the A22/A264 corridor. Whilst some preliminary transport assessment work has been undertaken, we are aware that further more detailed modelling work is required in order to take account of capacity impacts on other junctions along the corridor.

We anticipate that future joint working between our two authorities and with West Sussex County Council, and Tandridge District Council will be undertaken to resolve the above mentioned issues including meetings to discuss future road corridor studies to assess the impacts on Surrey and to determine appropriate mitigation measures.

<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/910/2	<b>Type:</b>	Neutral	

In relation to SA20 Tandridge notes that the policy requirement includes enhancement of the existing sustainable transport network, including providing appropriate enhancements to the public transport network, and Tandridge supports any measures which would reduce/minimise the amount of traffic using this junction.

Further, in relation to SA20, it is noted that where sustainable transport interventions are unable to mitigate development impact, the policy sets out that highway mitigation measures shall be considered and that any necessary capacity and safety improvements to junctions impacted upon by development in the vicinity of the site shall be provided, as necessary. Tandridge considers that development of this scale and in this location would further impact upon the A264/A22 junction and consider that, should a deliverable junction improvement design be identified, contributions towards it should be sought from this site.

<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/910/5	<b>Type:</b>	Support	

Health provision

Tandridge would highlight that we currently have capacity issues in terms of our GP surgeries, particularly in the southern portion of our district. We welcome the potential provision of land on-site at SA20 for a GP surgery and would be concerned if any additional housing led to additional pressure on the healthcare provision within this district because of its potential to impact upon our residents.



<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/910/6	<b>Type:</b>	Support	
Education provision				
Tandridge notes that due to the location and proximity of some of these sites to Felbridge Primary School, they may lead to extra pressure on this school; as such Tandridge supports the provision of land for early years and primary school at SA20.				

<b>595</b>	<b>Ms M Brigginsshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/4	<b>Type:</b>	Neutral	
The site is located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the adopted Mid Sussex District Plan (March 2018). It is noted that Mid Sussex District Council intends to provide suitable SANG provision on land identified to the west of the site, albeit that the wider area to the west of the main site will be subject to further detailed work in order to define the full extent of SANG provision. It is considered that the provision of an on-site SANGs, given the extent of housing development within East Grinstead (there are 772 (net) dwellings allocated within the draft Site Allocations DPD, which excludes windfall development) may be required in order to mitigate the recreational impacts on the Ashdown Forest SPA and this should be fully explored through its Habitats Regulation Assessment (HRA) process in liaison with the relevant statutory bodies. This is supported in principle.				

<b>595</b>	<b>Ms M Brigginsshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/5	<b>Type:</b>	Object	
In addition, given the scale of development proposed for East Grinstead in the draft Site Allocations DPD, it is not clear how the potential cross boundary impacts on transport infrastructure or whether consideration of the early years/primary school included within this policy has included discussions with East Sussex County Council (ESCC), given the proximity of East Grinstead to Wealden District and settlements such as Forest Row. It is considered that discussions with officers at Wealden District Council and East Sussex County Council in relation to education and transport may be required.				

<b>595</b>	<b>Ms M Brigginsshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/6	<b>Type:</b>	Object	
In addition, given the scale of development proposed for East Grinstead in the draft Site Allocations DPD, it is not clear how the potential cross boundary impacts on transport infrastructure or whether consideration of the early years/primary school included within this policy has included discussions with East Sussex County Council (ESCC), given the proximity of East Grinstead to Wealden District and settlements such as Forest Row. It is considered that discussions with officers at Wealden District Council and East Sussex County Council in relation to education and transport may be required.				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/10	<b>Type:</b>	Neutral	

Education

WSCC has been working with MSDC over recent years in the Local Plan process, and there are schemes for schools which correspond the housing outlined in the DPD (and the local plan generally) with the exception of Land W of Imberhorne Lane to the South West of East Grinstead (SA20). This allocation of 550 homes, together with other developments across the town, would trigger the need to provide further early years, primary, secondary, sixth form and special educational needs provision.

It would also offer the opportunity to potentially relocate Imberhorne Lower School from its current Windmill Lane site to the Upper School site on Imberhorne Lane. Split site schools cause significant organisational and budgetary pressures for school leadership and staff which is well documented. In addition, the Lower School site has not received any significant capital investment for a number of years resulting in significant condition needs of the buildings. It is a long held aspiration of the school to effect the relocation and is supported by the Local Authority in order to enhance effective management and address costly maintenance issues at the Lower School by moving it to new buildings on a single site.

WSCC supports the principle, included in the allocation of this site, of a land exchange, subject to agreement of terms between the developer and the local authority to provide additional playing fields for a combined Imberhorne Secondary School and seek contributions to the rebuild. The land exchange offers the benefit to the developer of improved access to the site with a second vehicular access.

WSCC is currently reviewing the feasibility and viability of the relocation of Imberhorne Lower School to form a single campus. This could have significant cost implications although some funding from the developer, other housing schemes, the sale of the Windmill Lane site and grants for 'basic need' could help towards the capital budget. However, should the proposal not be viable the alternative would be to retain the current sites but expand and invest in both to offer an additional one form of entry (30 places per year of age).

The development also proposes providing land and a contribution to a primary school with an Early Years pre-school and facilities for children with Special Educational Needs.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/56	<b>Type:</b>	Neutral	

The site lies within the building stone (Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/31	<b>Type:</b>	Neutral	

SA 20 Land south and west of Imberhorne Upper School, Imberhorne Lane, East Grinstead

- Highway mitigation - A22/Lingfield Road junction, A22/Imberhorne Lane junction & A22/A264 Felbridge junction improvement
- Provide on-site passenger information including RTI display(s) for bus and rail services
- RTI display and bus shelters off-site provision on A22 London Rd and Imberhorne Lane
- Provide improvements to bus stopping facilities on Imberhorne Lane
- Bus priority improvements between East Grinstead and Crawley on the A264/A22
- Improvements to the Worth Way near the railway station

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/16	Type:	Neutral			
<p>The East Grinstead Town Council understands the task that has been before the District Council with the need to identify sites and retain a five year land supply. The three sites do present issues and concerns which must be overcome before any planning can be approved to take place. The Town Council requires policy wording amendments to confirm that we shall be involved with the development of any plans on these sites and the negotiation regarding community infrastructure and highways as needed.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/13	Type:	Object			
<p>We would object to the current policy wording and require rewording to include the Town Council as a stakeholder who is consulted formally by the Developer as part of the realisation of proposals for this site.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/3	Type:	Neutral			
<p>It is noted that the total of proposed homes in the site allocation document for East Grinstead is 770 across three sites. This is a significant number of houses especially on the proposed SA20 which must attract infrastructure contributions to support the existing and new community should it go ahead. East Grinstead Town Council would have to object to this site unless an appropriate developer contribution is negotiated</p> <p>Two of the proposed sites have significant impacts on the already over-burdened A22 / A264. It is vital that MSDC via West Sussex CC resolve a plan with Surrey CC and East Sussex CC to address and alleviate, unless this is achieved the Town Council would have to object to these sites.</p> <p>It is noted that MSDC in their methodology have stated that the sites have been chosen with the least effect on traffic, habitats and sustainability. East Grinstead Town Council believes that this is vital in delivering these sites and mitigation to all harm must be at the forefront to all plans and S106 contribution.</p> <p>East Grinstead Town Council requires a seat at the table with negotiations regarding each of the chosen sites should they go forward, due to the significant impact these will have on a conservation area, open sites and general infrastructure.</p>						

666	Mrs J Holden	Organisation:	East Grinstead Town Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/666/12	Type:	Object			
<p>Development here also will result in additional traffic pressures on both the A22/A264 and also the Turners Hill Road. The Town Council would again wish to be part of discussions as to the development of this scheme and the S106 contributions. This scheme can only go ahead if there is significant mitigation and infrastructure inclusions to compensate for the loss of the open land.</p>						

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/666/11	<b>Type:</b> Neutral		
<p>The East Grinstead Neighbourhood Plan indicates that this site should not be developed for housing (SS8 paragraphs 9.16 and 9.17), but instead used for open space and for the Unification of the Imberhorne upper and lower schools (SS3 paragraphs 9.7.9.8 and 9.9). This proposal would assist with the realisation of SS3 but would require some housing to be part of the scheme. It is noted that the outline community facilities are significant and it could be a sustainable development. We note that the proposal includes SANG and we would insist that this be included to preserve the gap between the neighbouring villages.</p>				

<b>534</b>	<b>Mrs P Slatter</b>	<b>Organisation:</b> Felbridge Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/534/6	<b>Type:</b> Object		
<p>The proposed site will give additional vehicular movements which will have negative impacts upon both the Imberhorne Lane and Star Junctions on the A22/A264. A July 2018 traffic study of the A264/A22 junction at The Star showed queues were in excess of 100m for more than 7 hours per day, demonstrating that this is not a 'peak hour' capacity issue. Whilst junction improvements are planned for the Star junction (Hill Place Farm appeal ref: 3142487) these improvements were only intended to provide mitigation for the additional housing at Hill Place Farm. The detailed Transport Assessment for the more recent appeal for land at 39 Crawley Down Road (ref: 3205537) demonstrated that the Star junction would be operating at 95% utilisation, which is its practical capacity even following the planned improvements once all the approved and committed developments (as at 1st April 2018) have been occupied. Thus, there is no available junction capacity to accommodate another site in such close proximity.</p>				

<b>534</b>	<b>Mrs P Slatter</b>	<b>Organisation:</b> Felbridge Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/534/4	<b>Type:</b> Object		
<p>The proposed site is outside the East Grinstead Built up Area and is therefore contrary to adopted District Planning Policy DP12. As the site is designated a Countryside Area of Development Restraint this proposal is also contrary to policy EG2 of the adopted East Grinstead Neighbourhood Plan which states;          "Since 2004 Strategic Gaps have been redefined as Countryside Area of Development Restraint. This affects all land to the west, northwest and southwest of East Grinstead outside of the built-up area boundary. It specifically covers Hill Place Farm, the large Imberhorne Lane and Farm sector, Great Wood, Tilkhurst Farm, Crockshed Wood, Furze Field Wood plus the Crawley Down Road land areas on the border with Tandridge, around Tandridge (Felbridge) Water and the area towards Ashurst Wood."          Felbridge Parish Council believe that the high level of public support for the East Grinstead Neighbourhood Plan affirms the desire of the electorate to protect these open spaces and that full weight should therefore be given to Policies DP12 and EG2.</p>				

534	Mrs P Slatter	Organisation:	Felbridge Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/534/5	Type:	Object			
<p>The adopted East Grinstead Neighbourhood Plan has policies intended to prevent the coalescence of settlements (as above), and to that extent the area shown as the proposed site for the SANGS would appear to provide a permanent buffer between the housing area and the settlements of Crawley Down and Felbridge. However, it is clearly stated that the area so coloured on the plan is the ‘Area of search for potential SANG provision’. Thus if only an area at the South west of the site against the Worth Way was identified for the SANG provision, then future development is likely to spread towards Felbridge Water thus coalescing with Felbridge. Conversely, if the SANG was identified as the land abutting Felbridge Water, then future development is likely to spread west until it coalesces with Crawley Down.</p> <p>If this site was to be adopted, then FPC would like to see the whole of the ‘Area of search for potential SANG provision’ as a SANG to prevent any further spread of the development to the west or north. The Ashplatts SANG is nearing the limit of its provision and this open area to the west of East Grinstead would provide adequate SANG provision for the continued growth of East Grinstead.</p>						
625	Mrs J Nagy	Organisation:	Worth Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/625/2	Type:	Object			
<p>The Parish Council notes that the Selected Sites include two sites together yielding 750 new homes in the protected gap between East Grinstead and Crawley Down. The Council believes that these developments would have a significant negative impact on the countryside and that the traffic generated will impact on the A264 and the local road network through Crawley Down.</p> <p>The Council requests that the proposed actions addressing the safeguarding of Land for Strategic Highway Improvements (SA35) should be extended to include the Dukes [lead roundabout and the Junctions of, and between, Vicarage Road and Grange Road with the Turners Hill Road.</p>						
689	Mr M Brown	Organisation:	CPRE Sussex	Behalf Of:		Organisation
Reference:	Reg18/689/25	Type:	Object			
<p>Acceptable site density and building height levels. We do not consider that 4 story buildings are appropriate in a non-urban area that will be surrounded by open countryside. Nor would it be compatible with policy DG32 in your proposed Design Guide;</p>						

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/27	<b>Type:</b>	Object	
<p>- The implications of the harm that would be liable to be caused Hedgecourt SSSI and to the setting of the nearby heritage assets, to which appropriate planning weight will have to be given when considering any planning application;</p> <p>- On-site and off-site environmental net gain opportunities that will more than sufficiently compensate for the considerable loss of high quality open countryside and its biodiversity. We would, for example, invite the Council to consider requiring the planting of new hedgerows; and</p> <p>- The conservation and upgrading of the Worth Way and other PRoWs, especially those whose use is expected to increase as a result of the proposed development.</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/24	<b>Type:</b>	Object	
<p>In our view the sustainability of major development on this currently rural site, and hence its suitability for allocation, requires further robust analysis and explanation before the soundness of this proposed allocation can be established. In particular:</p> <p>- The practicalities of accessing East Grinstead town centre and community facilities sustainably and safely from a relatively remote, out of town site, some parts of which will be 2 km or more away, without resort to cars;</p> <p>- The issues raised in our submissions re policy SA1 at para 1 regarding Habitats Regulations implications, at para 2.3 re recreational pressures on the Ashdown Forest SPA; and re policy SA11 at para 5 regarding services and infrastructure provision;</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/26	<b>Type:</b>	Object	
<p>The implications of loading a considerable number of additional vehicles onto overcrowded roads and onto junctions that have long been recognised (including the most recent Systra transport reports) as serious bottlenecks, especially those at the end of Imberhorne Lane and the A22/A264 junction. Development should not be allowed to commence until all 5 road junction improvements long promised to the north of East Grinstead have been completed</p>				

<b>734</b>	<b>Mr B Sturtevant</b>	<b>Organisation:</b> East Grinstead Labour Party	<b>Behalf Of:</b> East Grinstead Labour Party	<b>Organisation</b>
<b>Reference:</b>	Reg18/734/3	<b>Type:</b> Neutral		
<p>SA19 and SA20. We are not opposed to either development as there is an urgent need for affordable and social rented property in East Grinstead. Therefore our support is conditional on at least 50% of the development being available for social rent. Our young people desperately need housing and there is already an acute need for social rented accommodation. It is essential and conditional that a GP Surgery is included in the plans as East Grinstead has the 2nd lowest number of GP's per head of the population in the UK. All current surgeries have closed their lists. There also needs to be consultation with East Surrey Hospital about expanding their services to meet this significant extra need. Their needs to be major infrastructure work to accommodate the significant extra traffic. Already Crawley Down Road , Copthorne Road, and London Road, are full to bursting point at peak times and the Felbridge Junction often seizes solid. No amount of tinkering with junctions can possibly deal with the extra traffic generated by 750 extra homes. There needs to be a radical approach to new roads around East Grinstead including dedicated bus routes with frequent electric hopper buses serving the community and the town. A proper transport study needs to be undertaken which includes pedestrianisation of the High Street which is currently choked with traffic destroying its unique cultural heritage for residents and visitors alike. The extra number of homes planned would send us over the tipping point.</p>				

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/602/6	<b>Type:</b> Object		
<p>Imberhorne Farm is a very well used recreational area for local people. There are Rights of Way, Permissive paths, glorious views and wildlife. There is the Worth Way which is a European designated route. The loss of these or even their damage would not be compensated for by the proposed SANGS, it would be more likely displace walkers, cyclists, horseriders etc back to Ashdown Forest rather than protect it.</p>				

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/602/5	<b>Type:</b> Object		
<p>550 houses are suggested for the site which has major implications for the transport network. The scheme offers space for the relocation of Lower Imberhorne School but whether or not sufficient space is allowed for the expanded Imberhorne School and what the anticipated school roll will be if all these developmnts are built is uncertain. Access for school traffic will probably be via Imberhorne Lane with the prospect of blockages at the junction with the A22, throughout the Imberhorne and Garden Wood estates, at the single flow railway bridge in Imberhorne Lane and at the junction with the Turners Hill Road at Hazleden Crossroads. Entrance to the site itself would also be via Imberhorne Lane, nothing more needs to be said about congestion</p>				



770	Mr P Tucker	Organisation:	Felbridge Protection Group	Behalf Of:		Organisation
Reference:	Reg18/770/10	Type:	Object			

1.The necessity for bringing forward the Site Allocations DPD, within a year of the District Plan being adopted, is to meet the requirement to identify sufficient sites to deliver the unmet housing need for Crawley post 2023/24, allocated to Mid Sussex in the recommended modifications to the submitted draft District Plan as set out in the Inspector’s Report.1

2.This response focuses on the sites proposed at East Grinstead that will add a further 722 homes in addition to those already committed via the local development plan and through windfall developments. We consider that these proposed additional allocations are not sustainable and should be replaced by other sites that are sustainable, located nearer to Crawley.

3.We do not consider that the Council has followed best practice, or due process, in producing this draft DPD. We consider that it has failed to engage with the public satisfactorily and that it has not adhered to the principle of front-loading consultation.

4.There is no unmet need to make up in Mid Sussex in general and specifically none at East Grinstead. The allocations proposed at East Grinstead are to meet Crawley’s unmet need. Therefore, these need to be shown to be 1) sustainable in themselves and 2) the best solution to meet the unmet need at Crawley, some 13 km distance from East Grinstead, along the congested A264.

5.We argue that neither criteria is met by the proposals in the draft Site Allocations DPD. The sites at East Grinstead are not sustainable and should be removed from the DPD and the Council needs to revisit sites abutting Crawley, that are sustainable, that could be delivered and would better meet the requirement to provide homes to meet Crawley’s unmet need.

<b>717</b>	<b>Mr R Tullett</b>	<b>Organisation:</b> Sussex Ramblers Association	<b>Behalf Of:</b> Sussex Area Ramblers Association	<b>Organisation</b>
<b>Reference:</b> Reg18/717/2		<b>Type:</b> Object		

Comments on Mid Sussex DC draft Site Allocations DPD - October 2019

Submitted by Roger Tullett on behalf of Sussex Area Ramblers Association  
These comments relate to East Grinstead Sites SA19 and SA20 only

Imberhorne Farmlands (SA20)

Sussex Ramblers strongly objects to the inclusion of this site in the Site Allocations DPD.

1. ~~L~~oss of valuable landscape - An ancient bridleway (PROW 44bEG) runs through the open, historic arable landscape of this site, with extensive views over to the North Downs and Greensand ridge. While the impact on the site’s Listed Buildings is acknowledged in the site assessment, the value of the wider historic landscape seems to be underappreciated.

2. ~~L~~oss of Biodiversity - This is the only development site in the draft DPD to involve significant loss of grade 3 arable land; this is one of the best sites in north Mid Sussex to see and hear many farmland bird species, including Skylark and Yellowhammer, both currently Red List species. In terms of biodiversity, the draft DPD only seems to consider designated wildlife sites and protected landscapes as having value, this does not accord with the District Plan e.g. DP38 ...”The District Plan recognises the importance of protection and conservation of areas outside designated areas where they are of nature conservation value.....especially where they contribute to wider ecological networks.”

We understand that Imberhorne Farm has benefitted in the past from inclusion in the Countryside Stewardship Scheme; the majority of this site comprises arable land with hedgerows, drainage ditches, wide field margins and it is bordered by ancient woodland to the north. We do not believe that development of this site can be carried out in a way that accommodates the existing biodiversity, in particular the valuable farmland bird populations.

3. ~~I~~mpact on Ashdown Forest - This site lies within the Ashdown Forest 7km Zone of influence. The PROW network through SA20 is very well used by ramblers, dog walkers and cyclists from East Grinstead, providing a varied “all weather” circular route out to Gullege and back along Worth Way. The pleasure of the long, open views over the farmland to the North Downs will be lost through development – Sussex Ramblers believes that it is more than likely that ramblers and dog walkers will be diverted to other open landscape in the area, including the Ashdown Forest. This will of course involve a car journey rather than a walk.

Continued....

Sussex Ramblers Comments on draft Site Allocations DPD – Page 2

...cont.

The proposed SANG provision to the west of the site will not be conveniently located for existing East Grinstead residents, most of whom will be well over a 2km walk away. We think therefore that those residents will only visit by car, not meeting sustainable travel objectives, and it will not replace the recreational opportunities lost by development of the site.

We do not believe that the effectiveness of SANG mitigation required by District Plan policy DP17 could possibly be demonstrated, if the scale of development set out in SA20 is delivered. Vehicle and Recreational impact on Ashdown Forest would surely be increased by this development.

4. ~~C~~ontrary to Existing policy

The case against major development on the Imberhorne Farmlands is set out in some detail in the East Grinstead Neighbourhood Plan – Policy SS8 and para 9.16.in particular. We note that in the detailed assessment ID770 the existence of this policy is not even mentioned in the comment on the Neighbourhood Plan compliance.

The draft DPD therefore does not accord with the Neighbourhood plan.

The proposed development SA20 does not meet the requirements of District Plan policies DP12, DP13, DP17, DP22 and DP38 and others.

Conclusion

Sussex Ramblers believes that the negative impact of development of Site SA20 means that the Site should be withdrawn from the draft DPD. Alternative sites should be considered to meet the District Plan targets.

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/17	<b>Type:</b>	Object			
<p>It is unclear when these requirements are to be provided by within the development of any site and whether it is considered that the site would be suitable for allocation should these uses not come forward.</p>						

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/18	<b>Type:</b>	Object			
<p>There are clear concerns over the suitability of this site in terms of ecology as set out in appendix</p> <p>It is clear that the impacts upon ecology and the SSSI have not been adequately addressed.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/21	<b>Type:</b>	Object			
<p>Notwithstanding the significant constraints to delivery from this site it is notable that the delivery of 550 in 6-10 years as set out in the DPD is particularly optimistic and would need to be reflective in order to be realistic on the constraints to delivery including the requirement for provision of education on the site.</p>						

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/20	<b>Type:</b>	Object			
<p>Notwithstanding the significant constraints to delivery from this site it is notable that the delivery of 550 in 6-10 years as set out in the DPD is particularly optimistic and would need to be reflective in order to be realistic on the constraints to delivery including the requirement for provision of education on the site.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/18	<b>Type:</b>	Object			
<p>There are clear concerns over the suitability of this site in terms of ecology as set out in appendix</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/17	<b>Type:</b>	Object			
<p>It is unclear when these requirements are to be provided by within the development of any site and whether it is considered that the site would be suitable for allocation should these uses not come forward.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/20	<b>Type:</b>	Object			
<p>As with other sites there is potential for impact upon local heritage assets of Gullege Farm, Imberhorne Farm and Imberhorne Cottages as set out below. The harm in terms of less than strategic harm is inappropriately weighted in the assessment as a means for justification of allocation.</p>						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/19	<b>Type:</b>	Object			
<p>It is clear that the impacts upon ecology and the SSSI have not been adequately addressed.</p>						

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/19	<b>Type:</b>	Object			
<p>As with other sites there is potential for impact upon local heritage assets of Gullege Farm, Imberhorne Farm and Imberhorne Cottages as set out below. The harm in terms of less than strategic harm is inappropriately weighted in the assessment as a means for justification of allocation.</p>						

766	Mr C Morris	Organisation:	Sustain Design	Behalf Of:	The Paddocks Lewes Road AW	Developer
Reference:	Reg18/766/4	Type:	Object			

With the removal of these two sites from the proposals, the deficit currently indicated in Category 3 settlements of 136 homes could be better utilised to maximise its potential contribution, resulting in the following allocation:

Category 1 = 662, Category 2 = 235, Category 3 = 439, Category 4 = 12, Total 1348, Deficit 159

This would result in a more manageable allocation of approximately 159 homes within East Grinstead. This could be allocated within a smaller section of either SA19 or SA20, allowing for a full and correct review of potential improvements of the junctions which would be impacted by the developments. Indeed, the allocation could be assigned fully to SA19 providing 200 homes and result in allocations which only slightly exceed the 1507 total allocation or that could be filtered back down to relieve the Category 3 settlement requirement. If this approach was taken it could result in Category 3 settlements requiring 98 homes or an additional allocation of 8 homes per settlement in this category. Alternatively, an allocation of either larger or additional small sites within a selection of these settlements.

<b>1104</b>	<b>Mr M Alsbury</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1104/1	<b>Type:</b>	Object			

In relation to the plan for East Grinstead at the above location, I believe the land is unsuitable for housing for a key reason which I've seen no mention of elsewhere; the exact site proposed sits directly underneath a concentrated flight path for Gatwick departures when on easterly operations.

Easterly operations are around 20-30% of the time on average. However that statistic is an average; there can be long periods, particularly during the fine weather in the summer months, that Gatwick operates on easterlies for prolonged periods of time.

The planes fly low over the proposed site - often no more than 2000 ft, and the noise is immense as the engines are on full throttle as the planes climb. This is from 5.30am to gone 11pm, and can be one per minute at peak times. I often walk or run in this area so have experienced it first hand. I also live just off Imberhorne Lane myself and whilst the noise is just okay there; if our house was any further west it would be a problem.

There are simply no countermeasures to properly address the noise. Double glazing can stop the noise, but the second you open a window to let fresh air in they are useless. People should be able to purchase a house and enjoy the garden - they wouldn't be able to on this site with planes roaring overhead.

It is simply unfair and unreasonable to expect people to live below a concentrated flight path, particularly when the planes are such a low altitude at this point. There are numerous studies showing the adverse impact on peoples health such situations have. The council should not put the need to build more houses above the health and well-being of the residents who would live there.

Gatwick and the CAA set this flight path on the basis that it was flying over a sparsely populated rural area. It is beyond comprehension that you are now proposing to build in that area; it is simply not suitable due to the adverse impact on the residents health.

It is also worth mentioning that I feel any expansion of the town boundary in that direction is also detrimental to the town centre. Living where we do at present is already right on the edge of the town and a good 30 minute walk to the high street. This development would elongate the town further, some houses would be 45mins walk from the town centre at least. I don't believe that is helpful to East Grinstead; it would frankly be quicker and easier for people to go to Crawley from this location rather than East Grinstead. The roads in the town are already gridlocked at peak periods and development of this size is only going to make matters far worse.

For the reasons noted above, I personally do not support the proposed development.

<b>1005</b>	<b>Mr L Beirne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1005/6	<b>Type:</b>	Object			

P52: SA20: What is proposed appears to run contrary to the requirements of the Design Guide re. inclusion, where the Suitable Alternative Natural Greenspace (S.A.N.G.) looks as if it is/has been a grafted adjunct to the outside of the development rather than being incorporated as an integral part: refer The Royal Institute of British Architects (RIBA) has named Goldsmith Street in Norwich.

P53: SA20: This provision will be in addition to that readily available – and as part of other developments planned for the area. Therefore, the presumed need, location and expected usage need to be thoroughly explained.

<b>1392</b>	<b>Mr F Berry</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1392/6	<b>Type:</b>	Object
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P52: SA20: What is proposed appears to run contrary to the requirements of the Design Guide re. inclusion, where the Suitable Alternative Natural Greenspace (S.A.N.G.) looks as if it is/has been positioned outside of the development rather than being incorporated as an integral part of it.

P53: SA20: Social and Community. I note reference to the possibility of a requirement for Gypsies and Travellers and Travelling Showpeople: what location is proposed and how many sites?

a) How will the increased volume of traffic become manageable – i.e. what are the specific improvements that will reduce the volume of traffic build-ups at the Imberhorne Lane/Felbridge Junctions

b As a consequence of the above, the impact of traffic congestion on local air quality will require monitoring. What mitigating measures will/can be made once the development has been built if air quality deteriorates?

<b>550</b>	<b>Mrs N Bourdouvali</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/550/3	<b>Type:</b>	Object
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Why do we need the 50% extra housing on top of what is required.

We do not have the infrastructure within the town. Schools and doctors, dentists are full to capacity. The roads in an out of East Grinstead are so congested that they are dangerous

<b>768</b>	<b>Ms T Fensterheim</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/768/1	<b>Type:</b>	Object			

I am a local resident who will be affected by the proposed development of 550 homes on the Imberhorne Farm land in East Grinstead. I understand this is currently out for consultation. I wish to raise the following points in objection to the proposed development.

1  
The network of roads in the area surrounding the site is already congested and over-used, particularly the junction with the A22 at the bottom of Imberhorne Lane where the major access point for the site is. Access from the smaller site is also at a congestion pinch point, adjacent to Felbridge Primary School where parents park to drop off and pick up their children. My street, Heathcote Drive, will be even more used as a rat run than it currently is, by residents seeking to find a quick way into and out of town.

2  
There are few facilities nearby and residents will want to drive into East Grinstead for their every day needs. Although there is a small shop near the primary school, increased use of this will be problematic as it will cause further increase to the congestion mentioned above. I say residents will want to drive, as the poor bus coverage and frequency in the area means practically every family has multiple car ownership, all of whom will want to get into town, but it is too far to walk so they will take their cars.

3  
The area of the proposed development is currently laid to fields with a good quality path from Imberhorne Lane near the secondary school, to the Cycle Track at Gullledge. It is very well used by a large number of walkers, dogs, secondary school children and cyclists to get to the Cycle track and from there on through open fields and woodland to Gardenwood road, East Grinstead Station or Crawley Down. As such it has great amenity value for people wishing to avoid the traffic congested roads, whose quality of life will be seriously impacted if the development goes ahead.

4  
The area as it currently is, is home to a wide range of bird diversity, all of which will be lost if this development is permitted to go ahead.

5  
I understand that we need to identify opportunities for housing development but believe this is not the place or the way to do it. If we are to have such a large site (rather than a series of smaller ones) then we need to provide facilities for residents such as local shops, as well as good public transport. The current proposal does not provide for this. Please take these points into account.

<b>1393</b>	<b>Mr M Funnell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1393/4	<b>Type:</b>	Object			

SA20 Land south and west of Imberhorne upper school. This is already a superb SANG, but not in name, and used by a large number of people. It is one of the "lungs" of East Grinstead, and is a site for declining farmland birds especially skylarks. How will this be mitigated??? This on its own will be a biodiversity loss that will not be replaced by any official designated/created SANGs; these are usually woodland and an entirely different ecosystem. There are also superb views here as geographically, but not in designation, as this is in the High Weald. This totally conflicts with what is stated in the objectives.

As regards Gypsies, there is already a nearby site just over the border in Surrey.

Biodiversity:- need to retain as much open space as exists now and not be obsessed with trees.



1105	Mrs S Holley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1105/1	Type:	Object
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My primary objection relating to SA25 is the ability of the village to cope with increased traffic. The High Street always (no exceptions) has residents cars parked on one side, meaning that most of the High Street is one lane only. Even now, motorists mount the very narrow pavements instead of waiting. The High Street is already dangerous for pedestrians and extremely congested for motorists. Another option that might be considered is to put another entrance/exit to SA25 further along Street Lane, however Street Lane itself has many sections that cannot accommodate 2 cars passing. Again, there are parts that have very narrow pavements, and during school drop off and pick up walking to school is extremely dangerous. Unless the ability of the village to cope with increased traffic and the safety of pedestrians is sensibly and thoroughly addressed then the building of the houses will, in my view, be a negative addition.

If you require photos of the areas mentioned above, then I can provide them (although a village visit would show the issues first hand).

948	Mrs H Lawrence	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/948/1	Type:	Object
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The traffic along Imberhorne Lane is far too heavy already without adding potentially another 1100 cars from the 550 homes you propose. There will also be additional traffic from the proposed move of housing Imberhorne Lower and Upper school on the same site. The infrastructure is already severely overloaded without this proposal.

120	Mr I Marshall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/120/1	Type:	Object
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You are proposing an excessive number of houses in an area where the roads are regularly overcrowded at present and in particular where Imberhorne Lane exits onto a very congested and badly laid out junction onto the A22 which then hits the Felbridge junction, which is again already badly jammed in rush hour. At its other end on Turners Hill Road, Imberhorne exits onto a narrow road via a difficult and dangerous junction caused the curves and inclines either side of the junction. The traffic caused by 500 plus houses is highly likely to cause traffic delays, accidents and excessive pollution.

**272** **Mr P Murray** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

My objection to the development at Imberhorne Farm , East Grinstead are as follows:

1 ) The loss of a natural green space that has high amenity value to local residents, in terms of its accessibility. Walkers , dog walkers, joggers , bike riders, horse riders all use that area and get tremendous pleasure from being able to access it easily . It's the 'lungs' of our Town .Building on natural open countryside and then to offering a Country Park in its place is, frankly, bizarre .  
2 ) The Impact of the development on the bio diversity of the site . There is a very healthy population of various birds including , Sky Larks , Stone Chats , Yellow Hammers , Kestrels and Buzzards. The area also attracts visiting summer birds such as Swallows , Swifts and House martins – all of which have seen numbers decline dramatically..

Bats, also another endangered ( protected ) species are residents and use the fields to forage .

3 ) No proper planning for the extra pressure on existing local services ( getting a doctor's appointment, for example is already a journey ) and infrastructure , apart from a vague promise to look at the impact on existing traffic.  
4 ) No proper commitment from the council to improve public transport to mitigate the extra cars this development will bring ( 550 homes – probably an extra 700 Cars at least ? ) . How does this fit in with the Council's " Green " Credentials ?  
5 ) Parking at the train station – its already at over capacity.

I understand that things change and the need to provide housing. This development is simply too big for this area – scale it back substantially to something that creates less impact and the stick to that limit.

That way you 'll keep existing residents happy while meeting your commitments to central Gov planning .

**967** **Dr R Parish** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

The proposed loss of more green spaces that many people use daily for pleasure and healthy outdoor exercise is a major concern. At a time when all U.K. political parties are proposing legislation to protect our green spaces, and are even suggesting that government funds should be used for planting more trees for the benefit of the population and protection of our environment, this Development Plan is proposing the destruction of such beneficial amenities.

Further, this proposed development will add a major burden on our overburdened transport infrastructure, particularly Imberhorne Lane, and especially on the bridge over the Worth Way.

**1314** **Mrs S M Rodd** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Myself, my husband love the beautiful countryside at Timberthorne Farm we walk round this area every morning and would hate it to be destroyed. The countryside at Timberthorne Farm is beautiful and once it has been destroyed it is gone forever and can never come back.

226	Mr A Sturley	Organisation:		Behalf Of:		Resident
Reference:	Reg18/226/1	Type:	Object			

Whilst it is important to provide adequate housing in East Grinstead, I feel this site is wrong for many reasons.

There is the loss to countryside and animal habitat.

The spread of East Grinstead towards Crawley Down, which changes the character of East Grinstead as a market town.

The traffic implications from 500 new houses. The town already struggles with its current road infrastructure and this would add an additional burden.

Whilst schools and care are included in the application, there is no provision for Doctor surgeries, which will add pressure to existing services.

There are other sites in town that could be developed before we start losing valuable green land. E.g. the derelict houses opposite ship street surgery.

Providing housing is important, but it is also important to preserve the character of the town and why people choose to stay or move here in the first place.

<b>582</b>	<b>Mr &amp; Mrs R &amp; T Tullett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>	East Grinstead and District Cycle Forum	<b>Resident</b>
<b>Reference:</b>	Reg18/582/3	<b>Type:</b>	Object			

This draft Site Allocations DPD proposes an extra c800 dwellings to be added to the District Plan target for the East Grinstead area - this would bring the total number of homes to be provided in the East Grinstead area during the District Plan period (2014 to 2031) to around 2500 - thus adding around 25% to the population of East Grinstead. Our comments below relate to the Housing Sites SA18. SA19, SA20.

The East Grinstead and District Cycle Forum is supportive of sustainable development, but there is nothing in these proposals that gives us any confidence that the necessary investment in sustainable transport infrastructure and services (Cycling, Walking and Public Transport) will be made. If these plans take away the open countryside we enjoy for our physical and mental wellbeing, and add 25% to the number of car journeys undertaken in the area, the health, economic and environmental damage will be enormous.

Very little is proposed for sustainable transport measures in this DPD – bus priority lanes on the A264 to Crawley, a bus stop on the Imberhorne Farm development, a new cycling/walking link to the Worth Way. The Systra Transport study states these measures might deliver a 2 or 3% reduction in the additional car journeys that another 750 homes, GP surgery, new primary school, care home etc. might generate. A completely inadequate response to the challenge.

The highway improvements to A264/A22 junctions, as proposed in the Atkins 2012 study, are referenced in the draft DPD at SA35, and the junctions shown in Appendix E. However, it is acknowledged that these were designed to address existing congestion and will not provide capacity for significant additional journeys. There seems to be an acceptance of permanent rush hour gridlock on the A22/A264 London Road in East Grinstead, and a suggestion that new traffic generated from Imberhorne Farmlands (SA20) can be allowed to use routes B2028/B2110 via Turners Hill until they are also gridlocked. Only then would people be forced to use sustainable transport options. No specific transport measures are proposed to support 200 new homes on Crawley Down Road (SA19), beyond the minor improvements included in Surrey CC investment plans.

The East Grinstead Cycle Forum wants MSDC to address the following issues before progressing the draft DPD to the next stage:

- Completion of a fully funded Local Cycling and Walking Infrastructure Plan (LCWIP) for the whole of East Grinstead to work out how we can achieve the modal shift to cycling/walking journeys in the town, through safer roads and new purpose-built cycle routes. We are ready and willing to contribute to the execution of an LCWP in East Grinstead.
- Provide much greater clarity on the level of private car usage that is predicted on the A22/A264 and other routes to the west of East Grinstead, and how this is forecast to change over the next 5, 10 and 15 years.
- Upgrade the surface of all existing Bridleways and Restricted ByWays in the East Grinstead area to provide conditions suitable for commuter and everyday cycling.
- Develop plans for a step change in investment in local buses, to ensure that bus services are much more frequent, reliable, quicker and more competitive on price. Honestly address the problem of how this can be delivered and maintained in the long term, given the current deregulated bus services in West Sussex, and the history of subsidy cuts to rural buses in this area.

In order to illustrate the real-world impact that well-designed safe cycling infrastructure can have please take note of the following:

- 1.The East Grinstead Strategic Development Transport Advice Report states that 7,346 car journeys are carried out every morning rush hour.
- 2.A recent survey by the Brake road safety charity stated that "35% of people would switch to cycling for commuting if the roads were less dangerous"
- 3.66% of all British journeys are under 5 miles - a distance easily cycled in less than 30 minutes.

Using the above data, it is clear that good quality cycling infrastructure has the potential to take nearly 1,700 car journeys off the road every morning rush hour. The positive impact of this on congestion, air quality, public health and well-being as well as parking, road maintenance, road policing and road safety is too significant to ignore any longer.

In conclusion, the East Grinstead Cycle Forum doesn’t believe that the proposed additional development for East Grinstead will be “sustainable” as defined in the 2019 NPPF unless we have clear and realistic transport strategies to avoid ever increasing reliance on the private car. These proposals in their current form merely lock in car dependency for another generation.

827	Mr G Wallace	Organisation:		Behalf Of:		Resident
Reference:	Reg18/827/1	Type:	Object			
<p>Whilst I support the need for development of the school, my objection are as follows:-</p> <p>1) the proposed building of some 550 properties will result in the loss of valuable arable landscape and habitat together with the recreational value of the land. I believe a beautiful thriving countryside is important to everyone, no matter where they live or how old. The towns residents recharge their batteries with a walk, run or bike ride in the local green belt and this would be lost with the proposed development.</p> <p>2)As set out in the East Grinstead Neighbourhood Plan 2016, the area was considered as countryside and as area of development restraint which in my opinion should be adhered to as it is an in appropriate development. It will ruin the character of the area and remove the countryside hedged fields which so many birds and animals use as their habitat. In addition the Neighbourhood Plan advised that were the area to be developed it would erode the openness and contribute to the coalescence of East Grinstead with Crawley Down and Copthorne. As quoted in 9.16 - The area also contributes to the setting and rural context of East Grinstead. Whilst it is recognised that the land is not constrained by the AONB designation, it has considerable value as an open area of countryside that the local community wish to retain.</p> <p>3) Access to the proposed development will cause disruption to roads which are already are in need of significant infrastructure improvements. The suggested access on to Imberhorne Lane will create more congestion as it will add to traffic generation due to the number of vehicles trying to leave the proposed development during peak periods.</p> <p>The proposed access is also near to the Upper Imberhorne School and there is a lack of highway safety, which needs to be considered.</p> <p>Whilst the proposed development identifies no Air Quality or Noise issues, it fails to recognise the Air Quality that the development would create for the local school were access be made on to Imberhorne Lane. Vehicle emissions, which come from vehicle's idling next to the school will only increase if vehicle access is allowed on to Imberhorne Lane.</p> <p>4) Whilst it is suggested that the development should provide attractive pedestrian and cycle routes throughout and beyond the site so residents can access existing services and facilities, the recent development of the Oaks off of Imberhorne road is still waiting for such pedestrian routes to be established some 5 years since the development finished.</p> <p>5) Available Brownfield Land, as established in the East Grinstead Neighbourhood Plan, there are suitable brownfield sites which could be used to facilitate the suggested housing such as Charlwood's Industrial Estate, which has all ready been considered for a mix of housing and business uses.</p>						

619	Mr M Wiles	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/619/1	Type:	Object
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The document's methodology provides a broad analysis of the issues and uses a scoring system to arrive at a categorisation of results. This process can be applauded for taking into consideration all factors.

However it has a fatal flaw in that it fails to address adequately the single most important issue with any substance - transport infrastructure. This issue is buried amongst many issues intentionally or unintentionally and thus its significance is diluted.

Anybody who lives in the area, or travels through it, will know the problem of congestion and roads falling apart. major or temporary roadworks can make this significantly worse, and this will surely deteriorate further once the current developments are finished. It is naive to think further development can take place without having to address this problem. Sustainability must therefore give this issue a higher importance than that used by this document.

I voted against the East Grinstead Neighbourhood Plan because the detail offered for housing development was not met with adequate detail of transport infrastructure proposals that would make the development sustainable. Policy EG11 of this document was already inadequate and none of the current developments have solicited any form of improvement to date, with no obvious proposals either in this current consultation. The mitigating proposals are weak and so far untested.

The proposal for significantly more houses along Imberhorne Lane is truly shocking. Air quality issues congestion and delapidating road conditions are clearly evident today. This example alone shows that MSDC needs to correctly balance its need to satisfy housing quotas against the reality of the situation on the ground.

I would point out that I am not against more houses BUT it must be met with adequate highways infrastructure and until substantially improved detailed plans for highway infrastructure are available I will object to this and associated documents.

Do not develop further East Grinstead until you have a better plan.

1315	Mrs A Withecombe	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1315/1	Type:	Object
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My concerns about this proposal site are the great impact of 1000 + people and 1000 cars on the already overstretched infrastructure in East Grinstead currently. The three Doctors Surgeries have had to close occasionally to few patients. The parking is abysmally inadequate. The felbridge traffice light junction at prime times causes East Grinstead to become gridlocked. I see not benefit to East Grinstead at all, I just hope that there will be considerable thought for this plan not to go ahead and spoil lives for many residents.

<b>Site/Policy: SA21 – Rogers Farm, Fox Hill, Haywards Heath</b>			
<b>Number of Comments Received</b>			
<b>Total: 16</b>	<b>Support: 1</b>	<b>Object: 14</b>	<b>Neutral: 1</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Reassurance sought regarding transport impacts on highway network in Lewes District and proposed details of all mitigation required. (Lewes &amp; Eastbourne DC).</li> <li>• An assessment of impacts on heritage significance should be undertaken as a basis for the site selection. (Historic England)</li> <li>• The requirements under Biodiversity and Green Infrastructure should be strengthened. (Sussex Wildlife Trust)</li> <li>• In principle Haywards Heath Town Council (HHTC) objects to the inclusion of this site. This site conflicts with Haywards Heath Neighbourhood Plan (HHNP) as it is not within the approved built line. (HHTC and Wivelsfield Parish Council)</li> <li>• Serious flooding issues – need for a full drainage report detailing how this ongoing problem will be rectified. Concerned with wastewater evacuation procedures (HHTC)</li> <li>• Planning application in for this site previously refused and upheld at appeal. (HHTC and WPC)</li> <li>• Allocation would require the provision of traffic lights at the junction of Fox Hill/Hurstwood Lane, combined with a speed limit reduction to 30 MPH. (HHTC)</li> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
<b>Comments from Residents/Other</b>			
<ul style="list-style-type: none"> <li>• Previously refused scheme (at appeal).</li> <li>• Flood risk.</li> <li>• Road safety.</li> <li>• Impact on the grade II listed building opposite.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Amend policy requirements under Biodiversity and Green Infrastructure to reflect Sussex Wildlife Trust requirements.</li> <li>• Detail regarding localised impact re cross-boundary impacts to be presented in forthcoming Strategic Transport report</li> <li>• Site promoter will be required to carry out a Heritage assessment and undertake any work as necessary.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Address flood risk comments within policy wording, seek additional information if required</li> <li>• Site promoter is required to carry out a detailed site-specific Transport Assessment and enter pre-application discussions with West Sussex County Council to assess the more detailed highways impacts and safety issues, and identify mitigation</li> </ul>			

<b>776</b>	<b>Ms S Heron</b>	<b>Organisation:</b> Rydon	<b>Behalf Of:</b>	<b>Promoter</b>
<b>Reference:</b>	Reg18/776/18	<b>Type:</b>	Object	

The Policy states that this site is open space. It is a peripheral location with significant landscape and heritage constraints, together with Flood Risk considerations. The site should only be allocated if the constraints have been fully investigated and can be appropriately mitigated.

<b>790</b>	<b>Mr A Pharoah</b>	<b>Organisation:</b> Wates	<b>Behalf Of:</b> Rogers Farm HH	<b>Promoter</b>
<b>Reference:</b>	Reg18/790/3	<b>Type:</b>	Object	

Flood Risk  
This area is unsuitable for development due to flood risk

<b>790</b>	<b>Mr A Pharoah</b>	<b>Organisation:</b> Wates	<b>Behalf Of:</b> Rogers Farm HH	<b>Promoter</b>
<b>Reference:</b>	Reg18/790/1	<b>Type:</b>	Support	

Promoter

The purpose of these representations is to demonstrate Wates Developments commitment to the site and support the proposed allocation by highlighting the deliverability of this site and overall appropriateness for residential development in context of its recent planning history and modifications proposed for its development.

In consultation with Officer's, our proposal for the development of the site address the concerns set out by the Inspector by reducing the number of proposed dwellings, but also introducing a significant landscape buffer on the eastern part of the site. An indicative layout showing this is provided at Appendix 2. This creates a well-contained site that utilises the mature trees and new hedgerow boundaries to significantly reduce any harm on the landscape character and appearance of the area, thus mitigating the Inspectors concerns at the time of the last appeal.

Based on these alterations, the benefits of the site are:

- Provision of at least 25 homes including 40% contribution to affordable housing
- Appropriately discreet extension to Haywards Heath
- A well contained site with minimal landscape impact
- No harm to existing heritage assets
- Acceptable traffic impact on the nearby town and infrastructure
- A site which is technically sound and has been supported by Officer's previously



<b>790</b>	<b>Mr A Pharoah</b>	<b>Organisation:</b>	Wates	<b>Behalf Of:</b>	Rogers Farm HH	<b>Promoter</b>
<b>Reference:</b>	Reg18/790/2	<b>Type:</b>	Object			
<p>Urban Design Principles</p> <p>Optimise the development potential of the site while protecting the sensitive rural edge to the town and the setting of listed buildings through careful masterplanning.</p> <p>Objective</p> <p>Seek to enhance the connectivity of the site with the adjacent Gamblemead site to the north and with Haywards Heath by providing pedestrian and/or cycle links to adjacent existing networks</p>						

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<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b>	Historic England	<b>Behalf Of:</b>		<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/4	<b>Type:</b>	Object			
<p>Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.</p> <p>This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)</p>						

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<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b>	Sussex Wildlife Trust	<b>Behalf Of:</b>		<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/22	<b>Type:</b>	Object			
<p>The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>						

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/21	<b>Type:</b> Object		
<p>This greenfield site appears to contain hedgerow and trees and is clearly connected to a wider network of linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.</p>				

<b>716</b>	<b>Mr R King</b>	<b>Organisation:</b> Lewes and Eastbourne BC	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/716/3	<b>Type:</b> Object		
<p>However, in relation to Policies SA12, SA13 and SA21, the District Council wishes to have the confidence that the transport impacts arising from the proposed housing growth can be satisfactorily accommodated by the highway network within Lewes District. In particular, the timing, funding and feasibility of any necessary mitigation measures need to be fully understood before we are convinced that Policies SA12, SA13 and SA21 are sound. Our expectation is that Mid Sussex District Council will work in close partnership with East Sussex County Council, as the local highway authority for Lewes District, in this respect.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/32	<b>Type:</b> Neutral		
<p>SA 21 Rogers Farm, Fox Hill, Haywards Heath</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Bus stop RTI display provision on highway on Fox Hill</li> <li>• Contribute towards cycling improvements to Boltro Rd</li> <li>• Contribute towards cycling improvements to the South Rd section of the Haywards Heath Circular Cycle Route</li> </ul>				

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b> Haywards Heath Town Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/639/3	<b>Type:</b> Object		
<p>No mitigation provided by MSDC/WSCC- Previous HHTC comments apply requiring provision of traffic lights at the junction of Fox Hill/Hurstwood Lane, combined with a speed limit reduction to 30 MPH.</p>				

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/1	<b>Type:</b>	Object			

Rogers Farm SA 21

In principle Haywards Heath Town Council (HHTC) objects to the inclusion of this additional site, notwithstanding its connectivity and sustainability relating to Gamblemead and Hurst Farm developments. This site also conflicts with Haywards Heath Neighbourhood Plan (HHNP) as it is not within the approved built line.

Ongoing and unresolved environmental issues have not been resolved at the neighbouring Gamblemead site, and until these matters are resolved permanently and on a sustainable basis, we object to the consideration of any development in this area of the Town curtilage, which for the absence of doubt means we must object to the inclusion of Rogers Farm.

The additional 25 dwellings proposed is similar to the additional 19 dwellings HHTC previously supported at the neighbouring Gamblemead site before additional environmental concerns emerged, thus already an additional contribution for our housing numbers, however the allocation of Rogers Farm site is vastly outweighed by the negative environmental challenges it poses to the neighbourhood and community, and therefore does not provide a significant addition to our combined 5 year land supply.

HHTC would also like to point out that this site has previously been objected to by Mid Sussex District Council Members and the subsequent appeal dismissed by an Inspector for the above reasons.

Please note (Previous) COMMENTS FROM HAYWARDS HEATH TOWN COUNCIL ON A SUPPLEMENTARY ISSUE RELATING TO APPLICATION NUMBER DM/19/2764 – GAMBLEMEAD, FOX HILL

Further to our comments supporting an additional 19 units on the Gamblemead site, Councillors have received direct complaints from residents in Cape Road, detailing serious flooding issues in, or proximate to, the restricted build area. The flooding has necessitated emergency removal of surface water. These actions have been required to prevent wider contamination of the nearby water course with foul/raw sewage. Considering this ongoing problem, the Town Council now requests that any decision to approve this additional build is deferred, pending a full drainage report detailing how this ongoing problem will be rectified. Currently, residents suffer noise from site gate opening and closing every few minutes during the night and the noise and disturbance from tankers entering and leaving the site. The antisocial noise emanating from this unwanted activity is reducing residents’ enjoyment of their homes, and disturbing their sleep, so may constitute a further environmental health issue.

Further to (above) HHTC previous revised/additional comments for the additional 19 units at the Gamblemead development, 19/2764 submitted 31/10/2019 – HHTC do not have sufficient confidence to support or indeed promote any further development proximate to this location. The SA 21 extracted sections below underline the gravity of the environmental challenge this additional site would pose unless a permanent and sustainable solution is provided BEFORE any planning application is considered.

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/2	<b>Type:</b>	Object			

With specific reference to page 55 SA21 of the Draft Site Allocations DPD

**\*\*The requirement to prevent water course contamination evacuation of raw sewage/contaminated water via the ongoing provision of 24/7 tanker operation during adverse weather conditions is unacceptable.**

<b>639</b>	<b>Mr A Sturgeon</b>	<b>Organisation:</b>	Haywards Heath Town Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/639/4	<b>Type:</b>	Object			

Same comments apply to the extant permissions granted for the Gamblemead sit have NOT been delivered, and therefore remain in breach. Contaminated Land. No specific land contamination identified.

<b>707</b>	<b>Ms L Gander</b>	<b>Organisation:</b> Wivlesfield Parish Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b> Reg18/707/2	<b>Type:</b> Object
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SA21 – Land at Rogers Farm  
Wivelsfield Parish Council objects to the proposal for this site to be allocated for 25 homes, just as it objected to a former planning application for 37 units at this location. The former application for this site (DM/16/3998) was refused by a Planning Inspector at appeal in January 2018 and the arguments against the site’s use remain valid.

<b>707</b>	<b>Ms L Gander</b>	<b>Organisation:</b> Wivlesfield Parish Council	<b>Behalf Of:</b>	Town & Parish Council
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<b>Reference:</b> Reg18/707/3	<b>Type:</b> Object
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It also conflicts with some of the key aims cited by both the Mid Sussex District Development Plan and the Haywards Heath Neighbourhood Plan (HHNP). The site abuts the edge of Wivelsfield Parish and is not included within the HHNP. Policy E5 of the HHNP recognises the need to ‘create a landscape buffer that will support and enhance ecological connectivity, maintain the landscape character of the areas and individual settlements.’ Building on this land would totally erode the buffer between the communities of Wivelsfield and Haywards Heath and result in unacceptable coalescence. Residents of Wivelsfield, and of Lunces Common in particular, have chosen to live there because of its rural aspect and nature, which would be destroyed by a development of 25 (or indeed any number of) homes.

It also conflicts with some of the key aims cited by both the Mid Sussex District Development Plan and the Haywards Heath Neighbourhood Plan (HHNP). The site abuts the edge of Wivelsfield Parish and is not included within the HHNP. Policy E5 of the HHNP recognises the need to ‘create a landscape buffer that will support and enhance ecological connectivity, maintain the landscape character of the areas and individual settlements.’ Building on this land would totally erode the buffer between the communities of Wivelsfield and Haywards Heath and result in unacceptable coalescence. Residents of Wivelsfield, and of Lunces Common in particular, have chosen to live there because of its rural aspect and nature, which would be destroyed by a development of 25 (or indeed any number of) homes. The Mid Sussex District Plan similarly, in Policy DP12, cites its ‘primary objective .... with respect to the countryside is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there’. DP13 goes on to say that ‘development will be permitted if it does not result in the coalescence of settlements which harms the separate identity and amenity of settlements, and would not have an unacceptably urbanising effect on the area between settlements.’ It is clear that the proposal to develop the land at Roger’s Farm would have exactly the effect that Policy DP13 seeks to prevent, and Wivelsfield Parish Council strongly believes that it should therefore be removed from the Plan.

As the Planning Inspector said in his report of January 2018, ‘The openness and spaciousness of the site combines to give the site a stronger affinity with the open countryside than any existing development in proximity to it or any planned residential development in the wider area.’ He went on to counter any argument for the site’s acceptability due to the proximity of the new development of Gamblemead nearby, by stating, ‘the residential development referred to as Gamblemead is separated from the appeal site by a substantial landscape buffer. In combination with the open agricultural and wooded countryside around it, the appeal site provides an important visual transition between countryside that is visually distinct from the newly extended settlement.’ If the land at Rogers Farm were to be built upon, this ‘important visual transition’ would be lost.

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	Developer
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<b>Reference:</b> Reg18/723/22	<b>Type:</b> Object
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This site is also significantly constrained by the presence of heritage assets.

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/21	<b>Type:</b>	Object			
This site is also significantly constrained by the presence of heritage assets.						

<b>1082</b>	<b>Ms S Went</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1082/1	<b>Type:</b>	Object			
SA 21, Roger's Farm has been deemed unsuitable for development and a previous application has been denied in recent years for this reason. Ex MSDC councillor Gary Wall was vehemently opposed to this application. Development here is at high risk of flooding, positioned over the brow of a hill on a major road B2112 which has a derestricted speed rating and will be a blight on the grade two listed building it will be positioned next to.						

<b>Site/Policy: SA22 – Land north of Burleigh Lane, Crawley Down</b>			
<b>Number of Comments Received</b>			
<b>Total: 21</b>	<b>Support: 1</b>	<b>Object: 17</b>	<b>Neutral: 3</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• An assessment of impacts on heritage significance should be undertaken as a basis for the site selection. (Historic England)</li> <li>• Appropriate mitigation necessary to address impacts on Ashdown Forest. (Natural England)</li> <li>• Existing local sewerage infrastructure has limited capacity to accommodate the proposed development – reinforcement of the wastewater network will be required ahead of connection of new development. (Southern Water)</li> <li>• The requirements under Biodiversity and Green Infrastructure should be strengthened. (Sussex Wildlife Trust)</li> <li>• The assessment of access is incorrect as it will require an existing property to be purchased and demolished, therefore not sustainable development. (Worth Parish Council)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• Impact on schools, and health centre.</li> <li>• Copthorne and Crawley Down have exceeded their housing targets while other villages have not.</li> <li>• Insufficient existing drainage, both in storm water and sewage.</li> <li>• Impact on wildlife.</li> <li>• Impact on ancient woodland - Burleigh Wood.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Site proponent to provide transport assessment and seek pre-application advice from West Sussex County Council Highways. Site promoter to provide details on specific access arrangements.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to infrastructure, ancient woodland and Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> <li>• Site promoter will be required to carry out a Heritage assessment and engage in pre-application discussion with Historic England and undertake any work necessary.</li> <li>• 'Utilities' policy wording to be amended to reflect comments raised.</li> <li>• Biodiversity and Green Infrastructure policy to be amended to reflect Sussex Wildlife Trust.</li> </ul>			

807	Mr B Hatt	Organisation: Miller Homes	Behalf Of:	Promoter
Reference:	Reg18/807/2	Type:	Support	

Land north of Burleigh Lane is a draft Housing Allocation (SA22) for 50 dwellings and has been assessed in previous versions of the SHELAA (under ref: 519). We now write to reaffirm that the site is available for development and represents a suitable and sustainable location for housing.

807	Mr B Hatt	Organisation: Miller Homes	Behalf Of:	Promoter
Reference:	Reg18/807/3	Type:	Support	

Land north of Burleigh Lane lies on the southern edge of Crawley Down, accessed from Sycamore Lane or Woodlands Close (a Miller Homes Development) and in close proximity to key local services and facilities.

The site is not subject to any statutory national designations. It is located adjacent to the settlement boundary. The site is a former commercial site now unused. In addition, the site is not located within a Conservation Area or an Area of Outstanding Natural Beauty and the nearest listed building is to the south-west of the site (Burleigh Cottage – Grade II listed building).

There are no significant archaeological constraints the site is located in Flood Zone 1 (low probability of fluvial flooding) and there are no known drainage constraints. There are therefore no perceived environmental, policy, physical or infrastructure constraints affecting the delivery of the site that could not be readily mitigated.

Land north of Burleigh Lane is suitable, available and achievable for the delivery of a viable and policy compliant development now. In terms of suitability, the site is in a sustainable location, is not subject to any restrictive designations or significant constraints, and could accommodate a high-quality landscape-led residential development which meets local needs and respects local character.

In terms of availability and achievability, the site is in private ownership in control by Miller Homes Ltd, is not subject to any significant constraints or infrastructure requirements and is available for the delivery of a viable development now.

Land north of Burleigh Lane has potential to accommodate approximately 50 dwellings as set out in draft policy SA22.

In light of the above, we support the inclusion of the site for residential development of 50 dwellings through policy SA22 of the draft Site Allocations DPD. Land north of Burleigh Lane is suitable, available and achievable for development.

807	Mr B Hatt	Organisation: Miller Homes	Behalf Of:	Promoter
Reference:	Reg18/807/1	Type:	Support	

Draft Site Allocations DPD (Regulation 18) Consultation – Land north of Burleigh Lane, Crawley Down

We write in response to the current Draft Site Allocations DPD Regulation 18 consultation. Miller Homes Ltd are in control of land north of Burleigh Lane, Crawley Down which lies to the south of Crawley Down.

Land north of Burleigh Lane is a draft Housing Allocation (SA22) for 50 dwellings and has been assessed in previous versions of the SHELAA (under ref: 519). We now write to reaffirm that the site is available for development and represents a suitable and sustainable location for housing. In this context, these representations respond to the Regulation 18 consultation in respect of:

- Site Context: describing the key characteristics of the Site and surrounding area;
- Site Assessment: providing a summary of the suitability, availability and achievability of the Site (including consideration of economic viability) to accommodate development;
- Summary: providing an overall summary of these representations

Site Context

Land north of Burleigh Lane lies on the southern edge of Crawley Down, accessed from Sycamore Lane or Woodlands Close (a Miller Homes Development) and in close proximity to key local services and facilities.

The site is not subject to any statutory national designations. It is located adjacent to the settlement boundary. The site is a former commercial site now unused. In addition, the site is not located within a Conservation Area or an Area of Outstanding Natural Beauty and the nearest listed building is to the south-west of the site (Burleigh Cottage – Grade II listed building). There are no significant archaeological constraints the site is located in Flood Zone 1 (low probability of fluvial flooding) and there are no known drainage constraints. There are therefore no perceived environmental, policy, physical or infrastructure constraints affecting the delivery of the site that could not be readily mitigated.

Site Assessment

The Planning Practice Guidance (PPG) states that ‘the suitability, availability and achievability of sites including whether the site is economically viable will provide the information on which the judgement can be made in the plan-making context as to whether a site can be considered deliverable over the plan period’ (Paragraph: 018 Reference ID: 3-018-20140306). Accordingly, below we provide a summary of the suitability, availability and achievability (including economic viability) of the site to accommodate development.

Suitability:

The site is in a sustainable location accessed from Sycamore Lane or Woodlands Close to the south of Crawley Down a category 2 settlement (larger village, Local Service Centre) as set out in table 2.5 of the draft Site Allocations DPD. The site is in close proximity to key services and facilities in Crawley Down (within 1km). Bus stops are located to the north west of the site on Station Road with a regular service running to Crawley. The site is located adjacent to the highway network and will be served via Sycamore Lane or Woodlands Close. The site has good accessibility to local services and facilities in the local area, and offers the potential for sustainable travel using walking, cycling and public transport, including links to and from the adjacent Miller Homes development.

The site is not located within a Conservation Area and the nearest Listed Building (Burleigh Cottage) is located to the south west of the site with appropriate mitigation strategy to protect the building and its setting to be informed by a Heritage Impact Assessment.

The site is not subject to any statutory biodiversity designations and there is a low risk of flooding and no known drainage constraints.

Land to the north of Burleigh Lane is therefore suitable for residential development given there are no significant constraints or other technical reasons affecting delivery of the site.

Availability and Achievability:

The Government places significant and increasing emphasis on ensuring the timely and viable delivery of a sufficient supply of homes. This position has been strengthened through the recent publication of the NPPF 2019



and updates to the PPG.

Draft Policy SA22 sets an indicative phasing of 1-5 years. Land to the north of Burleigh Lane is under the sole control of Miller Homes Ltd and is available for development now.

Furthermore, there are no significant constraints or infrastructure requirements associated with bringing the site forward for development. There are anticipated to be no abnormal costs that need to be overcome in developing the site. Land north of Burleigh Lane is therefore available to achieve the delivery of a viable and policy compliant development now.

#### Summary

Land north of Burleigh Lane is suitable, available and achievable for the delivery of a viable and policy compliant development now. In terms of suitability, the site is in a sustainable location, is not subject to any restrictive designations or significant constraints, and could accommodate a high-quality landscape-led residential development which meets local needs and respects local character.

In terms of availability and achievability, the site is in private ownership in control by Miller Homes Ltd, is not subject to any significant constraints or infrastructure requirements and is available for the delivery of a viable development now.

Land north of Burleigh Lane has potential to accommodate approximately 50 dwellings as set out in draft policy SA22.

In light of the above, we support the inclusion of the site for residential development of 50 dwellings through policy SA22 of the draft Site

Allocations DPD. Land north of Burleigh Lane is suitable, available and achievable for development.

Please do not hesitate to contact me if you have any questions or queries regarding these representations or require any additional information.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/5	<b>Type:</b> Object		
<p>Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.</p> <p>This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)</p>				

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<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/9	<b>Type:</b> Object		
<p>European protected sites – Ashdown Forest SPA/ SAC</p> <p>Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.</p>				

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<b>622</b>	<b>Ms T Hurley</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Thames Water	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/622/2	<b>Type:</b> Neutral		
<p>On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.</p> <p>The development may drain via Southern Water infrastrcuture before arriving in the Thames Water catchment. Confirmation of capapcity from Southern will also be required</p>				

620	Ms C Mayall	Organisation:	Southern Water	Behalf Of:		Statutory Consultee
Reference:	Reg18/620/5	Type:	Neutral			
<p>Southern Water is the statutory wastewater undertaker for Crawley Down. As such, we have undertaken a preliminary assessment of the capacity of our existing infrastructure and its ability to meet the forecast demand for this proposal. The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure.</p> <p>Proposals for 50 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation.</p> <p>Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019).</p> <p>We note that reference has been made in the Utilities section of Policy SA22 to the need to upgrade the sewer network, however in consideration of the above, and to align with other policies in the Site Allocations DPD, we recommend the following criterion is also added:</p> <p>Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.</p>						

748	Ms J Price	Organisation:	Sussex Wildlife Trust	Behalf Of:		Statutory Consultee
Reference:	Reg18/748/24	Type:	Object			
<p>The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: ‘Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design.</p> <p>Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures’.</p>						

748	Ms J Price	Organisation:	Sussex Wildlife Trust	Behalf Of:		Statutory Consultee
Reference:	Reg18/748/23	Type:	Object			
<p>This greenfield site appears to contain rough grassland, hedgerows and trees and is connected to a wider network of linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.</p>						

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/33	<b>Type:</b> Neutral		
<p>SA 22 Land north of Burleigh Lane, Crawley Down</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Bus stop RTI display provision on highway on Burleigh Way</li> <li>• Provide improvements to bus stopping facilities on Burleigh Way including provision of bus shelters and bus clearways</li> <li>• Contribute towards improvements in accessing the Worth Way near the railway station</li> </ul>				

<b>625</b>	<b>Mrs J Nagy</b>	<b>Organisation:</b> Worth Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/625/6	<b>Type:</b> Object		
<p>The Parish Council believes that the assessment of access for Site 519 is incorrect as it will require an existing property to be purchased and demolished, which will have a negative impact on the local community to the extent that the site cannot be considered to be sustainable development, and should not have been selected.</p>				

<b>1394</b>	<b>Mr C Vernon</b>	<b>Organisation:</b> Gander & White	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/1394/1	<b>Type:</b> Object		
<p>It would be further infill of the green belt, loss of natural habit for wild-life, loss of open space for the Crawley Down community, the infrastructure of Crawley Down amenities cannot take any more people (nor can us neighbours), it is outside the town planning area and it goes against the Crawley Down Neighbourhood Plan (CDNP08)</p>				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/22	<b>Type:</b> Object		
<p>Conclusions in relation to heritage apply equally to this site.</p>				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/23	<b>Type:</b> Object		
<p>Conclusions in relation to heritage apply equally to this site.</p>				

16	Mr R Bond	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/16/1	Type:	Object
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The development plan does not show the 60 houses yet to be built to east of the village, which struggling to absorb the current residents of all the houses already built, we just cannot cope with additional development until our sewers, schools, and health centre are upgraded to cope with further development.

Mid Sussex District Council set a housing target for all new towns and villages in the district. Copthorne and Crawley Down have already exceeded their targets while other villages in the district have fallen well short of theirs. It's unfair to impose more houses on Crawley Down to put more strain on the fragile infrastructure of the village.

This posed site runs parallel to Woodlands Close, currently we enjoy a good view of the trees, plus the wild life, deer, foxes and badgers. Wildlife has been disrupted already over the recent developments.

The 50 building proposed on this site, there is insufficient existing drainage, both in storm water and sewage to adequately to control this. The sewer in Woodlands close and Kiln Road are unable to take additional drainage and being constructed 60 years ago with black pitch fibre pipes under the approach roads to this site. This will cause stress to these pipes which have a life span of just 25 years and with requirement of heavy industrial vehicles for this site development will cause further damage.

815	Mr M Borsa	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/815/1	Type:	Object
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Just seen a post on local Facebook group regarding this development proposal. I am unable to find full details of the plan but would like to lodge my objection to this plan or any further expansion and/or development of Crawley Down village.

111	Mr D Cruickshank	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/111/1	Type:	Object
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Crawley Down and nearby areas have had many new houses built in recent years. It would be unfair to continue building/ start a new site between Crawley Down and East Grinstead due to this reason, especially when there are other villages not too far away (e.g Cuckfield) that have not had as much building

1324	Mrs R Fuller	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1324/1	Type:	Object
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I understand that there is to be a consultation on new housing sites in the area.

One of these sites is for 50 new homes in the Burleighwood area which is adjacent to where I live.

Under the District Plan Crawley Down have already exceeded their target of required housing and I would like to forward my objections.

1. The village school and the Doctors Surgery are unable to cope with the increased population now children are having to go to schools outside the area when they start school at 4 years old. Appointments with the doctors for non-urgent cases can be 4- 6 wks!
2. The sewers in Kiln Road and Woodland Close are 60 yrs old and made of Black Pitch piping, which under the pressure of large industrial vehicles to the site could well be costly to replace.
3. The proposed site is level with my bedroom window, where I am able to watch the wild-life which use the field - deer, foxes, badgers pheasants amd many birds since the building of Burleighwood the wildlife is being pushed out of there natural habitats.
4. Thed field has a pond and natural stream running through it and being higher than my property I am concerned about the drainage system.

Furthermore I know people have got to live somewhere but what is wrong with the villages of Scaynes Hill and Cuckfield who are short of their targets.?

1107	Mr I Shaughnessy	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1107/1	Type:	Object
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I wish to lodge an objection to proposed site in the Burleigh Woods area of Crawley Down for up to 50 new dwellings.

This consultation has not been widely published and therefore many residents of the village have no knowledge of this proposal and are unable to object should they wish.

The 'District Plan' set a target of 874 new homes for Worth Parish for the period 2014-2031. It has been noted by Ian Gibson that to date completions and commitments total 908. This means the target has already clearly been exceeded.

On the same theme, both Crawley Down and Copthorne have met their targets for development. This cannot be said for various other neighbouring parishes who are still short of target.

It is my belief that the infrastructure of Crawley Down cannot support further development.

Crawley Down Village C of E school will in my opinion not be able to accept all applications for children resident to the village if development continues above the district plan target.

It is also my opinion that the Crawley Down Health Centre would not be able to sustain further development above the target. Despite it being a relatively big building, it is already a considerable wait to get a routine appointment with a GP and further development will only exasperate the problem.

There will also, in my opinion, need to be significant upgrades to the sewage system to accommodate the proposed dwellings.

Access to this site is also a significant concern. Access for construction vehicles cannot be granted without significant disruption to surrounding residents. The local road network will then struggle to cope with the extra traffic this proposed site will undoubtedly bring.

Thank you in advance for reading and noting my objections to this proposed site.

155	Mrs P Thomas	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/155/1	Type:	Object
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I object to more houses being built in Crawley Down. we have already had 200 new houses in the last few years which are having problems with the school being over subscribed, not enough doctors (6 week waiting list for an appointment) no public house, the Co-op shop is far too small for the volume of customers who use it.

220	Mr T Truss	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/220/1	Type:	Object
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The proposed site for the construction of 50 houses adjacent to the rear of houses in Woodlands Close a small Cul-De-Sac of 14 property's. If this was to go ahead we would have to endure years of misery from construction traffic , 12 wheeled trucks coming and going, deliveries ,constructions workers parking , dust and mud , noise. A repeat of the Burleigh woods development and at the end another 100 plus cars a day coming and going and trying to exit Woodlands Close from a very dangerous junction a accident waiting to happen especially at school start and finish times. The sewage and waste that would come from this proposed site would be discharging into a already old and over worked system having been built in the 60s which we are already having blockage problems with.

There is already 60 more houses going to be built to the east of Burleigh wood. We cannot cope with any more developments until our sewers, schools, and health centre are upgraded to cope with more development

The strain on the wildlife needs to be considered there are badgers , foxes , barn owls , bats and deer in these fields already disrupted by previous developments

Crawley Down have already exceeded its targets for new housing.

4	Mr D Ward	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/4/1	Type:	Object
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I am writing to comment about the planning consultation for further housing in and around Crawley down.

Crawley Down is over developed, the school and doctors surgery are over subscribed. Further development would only perpetuate this problem.

Burleigh woods us an ancient woods that needs to be protected. Further development would threaten this woodland and the habitat around it.

Further development would put further strain on turners hill road. This road is already suffocated. It's the main arterial road north south in between the m23 and a22. The new development in turners hill has caused huge delays at the already chocked turners hill junction. Adding more traffic to the blind corners out of the village on to turners hill road is a hazard and would be irresponsible.

Crawley Down has expanded to capacity. All the infrastructure around the village is at capacity. It's a village, it has had many new developments around the village and now it's time to say enough is enough.

112	Mrs C Williams	Organisation:		Behalf Of:		Resident
Reference:	Reg18/112/1	Type:	Object			

This site borders our rear boundary, and is on a level with our bedroom windows. We already have water run-off from this field. Existing surface water flow paths cross this site, and with the 50 building proposed there is insufficient existing drainage, both storm water and sewage, to adequately control this. The sewers in Woodlands Close and Kiln Road are unable to take the additional drainage, and being constructed 60 years ago with black pitch fibre pipes under the approach roads to this site, the heavy industrial vehicles to the development will cause stress to these pipes, which have a lifespan of just 25 years. Wildlife has been disrupted already by recent development, and at the moment we can observe deer, foxes and badgers, all of which use this field, as well as bats and barn owls flying over it. The development plan does not show the 60 houses yet to be built to the east of the Burleighwoods Development. The infrastructure of the Village, which is struggling to absorb the residents of all the new houses already built, is totally inadequate. We just cannot cope with additional development until our schools, health centre and sewers are upgraded to cope with further development.



Site/Policy: SA23 – Land at Hanlye Lane to the east of Ardingly Road, Cuckfield			
Number of Comments Received			
Total: 16	Support: 1	Object: 11	Neutral: 4
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• About half of this proposed allocation is occupied by good quality semi-improved grassland priority habitat, which is not referred to. (Natural England)</li> <li>• Existing local sewerage infrastructure has limited capacity to accommodate the proposed development – reinforcement of the wastewater network will be required ahead of connection of new development. (Southern Water)</li> <li>• The requirements under Biodiversity and Green Infrastructure should be strengthened. There must also be a requirement for a 15-metre buffer to the north of Horsegate Wood ancient woodland. (Sussex Wildlife Trust)</li> <li>• The landscape, ecology and other features on this site are particularly sensitive to change and the site should not be expected to accommodate 55 dwellings – recommended capacity of 20 dwellings. (Cuckfield Parish Council)</li> <li>• Suggested text changes to prevent development of southern field, remove reference to high density development, guidance for trees and hedges, to transfer the southern field to the Parish Council, infrastructure requirements. (Cuckfield Parish Council)</li> <li>• Conflicts with Neighbourhood Plan. (Cuckfield Parish Council)</li> </ul>			
Key Issues Raised – Residents / Other			
<ul style="list-style-type: none"> <li>• None.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Site promoter will be required to carry out further ecological work</li> <li>• Remove reference to “high density development” in policy text</li> <li>• Ancient woodland is in a small part of south eastern corner of the southern field forming part of the boundary. It is not proposed to develop this field as stated in this policy, therefore there is no requirement for a 15m buffer.</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA) which may impact the yield for this site</li> <li>• Site promoter to liaise with Parish Council regarding feasibility of transfer of southern field to them.</li> <li>• Utilities policy criteria already refers to Southern Water suggested text.</li> <li>• Amend Biodiversity and Green Infrastructure policy criteria to Sussex Wildlife Trust suggested text.</li> </ul>			

663

Mr E Hanson

Organisation: Barton Willmore

Behalf Of: Glenbeigh Developments

Promoter

Reference: Reg18/663/1

Type: Support

Promoter

These representations are submitted on behalf of Glenbeigh Developments Ltd (Glenbeigh) in response to the emerging Mid Sussex Site Allocations Development Plan Document (DPD) Regulation 18 consultation being undertaken by Mid Sussex District Council (MSDC). The public consultation closes on 20 November 2019.

The Site benefits from a draft allocation within the draft Site Allocations DPD (allocation ref. SA23 – Land at Hanlye Lane to the east of Ardingly Road, Cuckfield) for 55 dwellings and formal and informal open space. The Site has been identified within the SHELAA (April 2018) as '479 – Land at Hanlye Lane to the east of Ardingly Road, Cuckfield'. The SHELAA states the Site has capacity for 55 dwellings and confirms that the Site is deliverable, suitable and available.

Glenbeigh supports the objectives outlined in the draft policy and confirm that they can be delivered through development of SA 23.

Glenbeigh agrees with the principle of concentrating higher density development towards the northern part of the Site. A Masterplan has been prepared and is enclosed at Appendix 3. The Masterplan demonstrates that only the northern parcel of land will be developed and the southern parcel will provide an extensive area of public open space which can be managed and controlled by the Parish in perpetuity. Alternatively, this space could be managed by a private company specifically set up for this purpose.

3.6 The requirement for the provision of pedestrian and/or cycle links to Ardingly Road, Longacre Crescent and adjacent networks is also supported and it is proposed that vehicular and pedestrian access be provided from the north off Hanlye Lane, with existing Public Rights of Way to be retained. This matter is considered further under the Highway and Access section of this representation.

3.7 Glenbeigh agrees with the principle of providing a positive active frontage in relation to the existing settlement. The Site is currently screened along its northern boundary by a number of trees and hedgerows which are proposed to be retained.

Glenbeigh supports the landscape requirements of the policy designation including the need to minimise the loss of existing hedgerows and trees across and on the boundaries of the Site, including those with Tree Preservation Orders.

Glenbeigh also agrees with the requirement to undertake a Landscape and Visual Impact Assessment (LVIA) to inform the site layout, capacity and mitigation requirements to minimise impacts on the setting of the High Weald AONB adjacent to the north and on the wider countryside. A Landscape Statement was undertaken in 2012 by Pegasus Landscape and this has been updated and is included at Appendix 4.

The Landscape Statement concludes that the Site to the south of Hanlye Lane, Cuckfield, would be suitable to accommodate residential development without detriment to the landscape character, features, or visual amenity of the area.

3.21 A Tree Survey and Arboricultural Impact Assessment (AIA) have been undertaken by Barton Hyett Consultants and are included at Appendix 5. The AIA confirms that the indicative development proposals are feasible from an arboricultural perspective, but, as the design develops it will be necessary to make minor amendments to the layout design to ensure the health and longevity of the retained trees is maintained.

The social and community requirements for the Site are supported. As noted previously, open space is proposed on the land to the south and will be wellconnected to the surrounding Public Rights of Way and adjoining development.

The policy designation notes that the Site is located near the crest of a sandstone ridge, in the High Weald, a favourable location for archaeological sites. In line with the requirements of the policy designation, an Archaeological Assessment will be undertaken with any future application.

The need to ensure a net gain in biodiversity is supported and it is considered that with appropriate management and additional planting, the ecological value of the Site could be increased. Additional mitigation measures will be provided to compensate for any loss of biodiversity. A further ecological Assessment will be undertaken in advance of any planning application.

3.30 The requirement to incorporate SuDs within the Green Infrastructure to improve biodiversity and water quality is also supported and will form part of the proposals.

As per the requirements of Policy SA 23, both vehicular and pedestrian access will be provided from Hanlye Lane. A separate pedestrian access point will also be provided to the north to connect to the existing Public Right of Way north of Hanlye Lane.

In addition, further highway assessment is being undertaken to understand the extent of works required at the intersection of London Road (B2036) and Ardingly

Road (B2114). The draft policy requires this to be identified and appropriate mitigation measures to be provided. Connect Consultants have written to West Sussex County Council (WSCC) Highways Department to request a formal preapplication meeting. The meeting will take place in December and it has been agreed with officers that a further update can be submitted before the end of the year.

Cuckfield is a sustainable Tier Two settlement and it is therefore an appropriate location for residential growth in the District.

4.2 The supporting work undertaken to date demonstrates that the Site is wholly suitable, available and achievable and its residential development would make a valuable contribution to housing delivery requirements in the short-term.

4.3 In short, Glenbeigh supports the residential allocation of the Site and the sitespecific policy requirements set out within draft Policy SA 23. Further representations will be made at Regulation 19 Pre submission stage.

710

Ms J Coneybeer

Organisation:

Natural England

Behalf Of:

Statutory Consultee

Reference:

Reg18/710/10

Type:

Object

About half of this proposed allocation is occupied by good quality semi-improved grassland priority habitat, which is not referred to in SA23. Priority habitat should be protected as far as possible, in line with NPPF paragraph 174 which states plans should ‘...promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.’ Priority habitat should be protected as far as possible, along with provision of measurable biodiversity net gain. This would be in accordance with DP28 Biodiversity

<b>620</b>	<b>Ms C Mayall</b>	<b>Organisation:</b> Southern Water	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/620/6	<b>Type:</b> Neutral		

Southern Water is the statutory wastewater undertaker for Cuckfield. As such, we have undertaken a preliminary assessment of the capacity of our existing infrastructure and its ability to meet the forecast demand for this proposal. The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure.

Proposals for 55 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019).

We note that reference has been made in the Utilities section of Policy SA23 to the need to reinforce the sewer network, however in consideration of the above, and to align with other policies in the Site Allocations DPD, we recommend the following criterion is also added:

Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/25	<b>Type:</b> Object		

This greenfield site appears to contain rough grassland, scrub and scattered trees and is connected to a wider network of linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/26	<b>Type:</b> Object		

The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.

There must also be a requirement for a 15 metre buffer to the north of Horsegate Wood ancient woodland.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/34	<b>Type:</b> Neutral		
<p>SA 23 Land at Hanlye Lane to the east of Ardingly Road, Cuckfield</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Bus stop RTI display provision on highway on Ardingly Road</li> <li>• Provide improvements to bus stopping facilities on Ardingly Rd including bus shelter and bus clearway provision</li> <li>• Contribute towards cycling improvements to the Broad Street and Tylers Green section of the Haywards Heath Circular Cycle Route</li> <li>• Contribute towards cycling improvements to Boltro Road and Muster Green North</li> </ul>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/57	<b>Type:</b> Neutral		
<p>The site lies within the building stone (Cuckfield and Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b> Cuckfield Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/726/6	<b>Type:</b> Object		
<p>The Site Selection Paper 3 Appendix B - Housing site proformas accepts that this site (479) has substantial landscape sensitivity. Evidence shows that the site is identified as part of an area of substantial landscape sensitivity and moderate landscape value (Cuckfield Landscape Character Assessment, Hankinson Duckett Associates, 2012). Policy CNP5 of the made Neighbourhood Plan states that a proposal for development will only be permitted where it would not have a detrimental impact on, and would enhance, areas identified in the Cuckfield Landscape Character Assessment as having substantial landscape sensitivity. The site also allows long views to the South Downs and includes TPOs and species-rich hedgerows. These constraints should be added to the site proforma. The site clearly has substantial landscape sensitivity and, as a result, low capacity and the proforma should be amended accordingly. Development of this site with 55 dwellings would have a detrimental impact on this sensitive landscape.</p>				

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b> Cuckfield Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/726/5	<b>Type:</b> Object		
<p>Allocations DPD is for the District Council to appraise but, in light of the site constraint evidence outlined below under the response to Policy SA11 – Additional Housing Allocations, Cuckfield Parish Council would strongly recommend the deletion of Site 23 (Land at Hanlye Lane to the east of Ardingly Road, Cuckfield)</p>				

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b>	Cuckfield Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/726/7	<b>Type:</b>	Object			

One of the distinctive features of Cuckfield village is the visual connectivity with the surrounding countryside from public places. These distinctive views combine shorter uncluttered views of the more immediate setting of the village with views across the Low Weald to the South Downs National Park to the south.

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b>	Cuckfield Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/726/8	<b>Type:</b>	Object			

The made Cuckfield Neighbourhood Plan identifies the view from Hanlye Lane as one of the principal views in Cuckfield which should be maintained (View 5, Map 5). Policy CNP5 states that development should only be permitted where it would maintain the distinctive views of the surrounding countryside from public vantage points within, and adjacent to, the built up area, in particular those defined on Map 5. The construction of 55 dwellings on this site would not maintain one of the principal views of the village. Development of this greenfield site would also reduce settlement landscape distinctiveness by miminishing further the coalescence gap between Cuckfield and Haywards Heath (already significantly reduced by the Penland Farm development), as per District Plan policy DP13 and CNP3.

The site is fringed with, and dissected by, species rich hedgerows with mature trees. The site is also species rich with potential for the introduction of additional species. The made Cuckfield Neighbourhood Plan Policy CNP 4 states that proposals should protect and enhance biodiversity by protecting species-rich hedgerows, grasslands and woodlands. There is a concern that development of 55 dwellings on this site would result in the loss of hedgerows and trees and would diminish the biodiversity of the site. Development of this site would also not assist in achieving the net gain in biodiversity highlighted in SA23, or to meet District Plan policy DP12.

726	Mr A Burtin	Organisation:	Cuckfield Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/726/9	Type:	Object			

Should the principle of developing this site not be conceded, it is important that the detailed considerations expressed in Policy SA23 are correct. The Parish Council object to the detailed wording of Policy SA23. The landscape, ecology and features on this site are particularly sensitive to change and the site should not be expected to accommodate 55 dwellings.

Urban Design Principles

The draft Policy states that the southern field is unsuitable for development as it is more exposed to views from the south, contributes to settlement separation and is crossed by rights of way providing scenic views towards the South Downs. The Parish Council supports this ‘design principle’ but would wish to see the addition of a more definitive policy statement after it:  
‘No built development will be permitted on the southern field south of the row of Tree Preservation Orders.’

Landscape Considerations

This section of the policy seeks to ‘protect the rural character of Hanlye Lane and the approach to Cuckfield village by minimising the loss of the existing hedgerow and trees along the northern boundary’. This is incompatible with the Urban Design Principles which seek to ‘concentrate higher density development towards the northern part of the site, creating a suitable development edge...and orientate development to have a positive active frontage in relation to the existing settlement’. It is similarly incompatible with the requirement to: ‘Sensitively design the layout to take account of the topography of the site, and views into and out of the site’.  
Whilst the above landscape considerations are supported, higher density development in this prominent location facing, and accessed from, Hanlye Lane will not protect the rural character of Hanlye Lane, the distinctive views through the site towards the South Downs to the south or this rural approach to Cuckfield.  
Even if partially shielded by the hedge, a higher density development served by a new access road, footpaths, lighting and signage would be highly visible in this location.  
Development as proposed would urbanise this rural approach to Cuckfield and would not maintain the distinctive views of the surrounding countryside.  
It is therefore clear that no part of the northern field which has substantial landscape sensitivity can accommodate higher density development whilst achieving the stated design principles. All references to higher density development should be deleted and substituted with ‘low density development’.

The Landscape Considerations state that ‘Open space should be provided as an integral part of this landscape structure’. It is important that Policy SA23 makes it clear how this should be achieved. Reference has already been made to the need for additional text:  
‘No built development will be permitted on the southern field south of the row of Tree Preservation Orders.’



Additional criteria should be added to the Landscape Considerations section:  
Within the northern field

- The landscape should dominate the built form.
- Low density development should be well screened by vegetation and narrow entrances and be well set back from the boundary.
- Additional trees should be provided between and behind buildings forming the backdrop and setting for development and a skyline feature.
- Development should be served by narrow and hedge lined access drives.

Social and Community

The Parish Council supports the creation of a well-connected area of open space on the southern field, suitable for informal and formal recreation, which enhances and sensitively integrates the existing rights of way.

The Parish Council would wish to see this field ‘provided as public open space and transferred to the Parish Council with sufficient financial provision to enable future maintenance’. Text should be added to Policy SA23.

The made Cuckfield Neighbourhood Plan has identified infrastructure requirements needed to support new development. In the case of this proposed development, text from the Neighbourhood Plan, alongside further infrastructure requirements identified by Cuckfield Parish Council in its current published Business Plan should be added to the Social and Community section.

Site Dwelling Capacity

Given the above amendments, it is clear that development could only be sited in the northern field and that, given the site location, constraints and design and landscape requirements only low density development would be suitable.

For these reasons, the Parish Council strongly objects to the inclusion in the draft plan of a capacity of 55 dwellings on this site.

The net developable area of this site must exclude the southern field and provide sufficient space for access; views through the site; enhanced hedgerow and tree corridors and substantial landscaping. The northern field is some 3ha but the above factors would make the net developable area approximately 2ha. The low density heavily landscaped layout required in this sensitive location would equate to a net density of approximately 10 dwellings per hectare. The capacity of this site should therefore be amended to 20 dwellings.

If the District Council insist on the retention of this site within the Site Allocations DPD, the Number of Units should be amended to 20 dwellings.

689	Mr M Brown	Organisation:	CPRE Sussex	Behalf Of:		Organisation
Reference:	Reg18/689/8	Type:	Object			

Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.

687	Ms K Lamb	Organisation:	DMH Stallard	Behalf Of:	Copperwood Developments	Developer
Reference:	Reg18/687/5	Type:	Neutral			

Number of units - The land at Ansty Cross Garage is identified for 12 dwellings on a site of 0.24ha, this is a density of almost 50dph. This appears to be an overestimation of the potential of the site. The site is an awkward shape, which will make it difficult to deliver development to this level, whilst also delivering the associated parking and outdoor amenity requirements. It is also adjacent to a petrol filling station, an unneighbourly use which will need to be taken into consideration, and a dwelling and garden land, the privacy of this dwelling will need to be protected. It is considered that 12 dwellings is an overestimate of the true development potential of the site.

<b>687</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Copperwood Developments	<b>Developer</b>
<b>Reference:</b>	Reg18/687/6	<b>Type:</b>	Object	

Affordable housing delivery – In light of the above, it is likely that the true potential of the site is smaller than 12 units. Furthermore, at 12 units, the site would be required to deliver affordable housing, whereas 10 or less, would not need to provide affordable housing. As a result of its existing and adjoining uses, there is a good chance that the site will need to be remediated, putting at risk the viability of any future scheme, which could result in the site coming forwards with no affordable housing, which is in significant local need. There are other sites, such as the land rear of North Cottages, which could deliver a range of housing types, sizes and tenures, including affordable housing.

<b>1380</b>	<b>Mr A Podmore</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b>	Reg18/1380/1	<b>Type:</b>	Object	

I would like to make some comments with regards to the MSDC Site Allocations Development Draft Plan.

On a general level, climate change, loss of our soils as carbon stores, increasing health risks from rising traffic congestion and pollution are all growing concerns. The worrying and unabated decline continues for our biodiversity where the State of Nature 2019 report shows a 13% drop in average abundance particularly our insect population. Our schools, NHS and prisons all seem to be under immense strain too, so it is hard to see how building houses on every available parcel of land will help any of these issues or can be viewed as sustainable.

In addition, with the increasing realisation that our green and open spaces are vital for our health and mental wellbeing, claims of providing open spaces as a benefit of new housing developments are clearly somewhat ironic when clearly a much larger open space is just about to be lost.

I would like to object to the proposed development SHELAA 479 (SA23) at Hanlye Lane. My understanding is that this development would adjoin the Court Meadow complex and any future development there. I am concerned that with the new housing at Penland, it will then be a short step to developing all the fields in between. If it is the council’s policy to prevent coalescence, then this development appears to go against that.

I would also like to know how a ‘net gain to biodiversity’ will be ensured — the loss of a huge population of micro-organisms in the soil, along with the plants and organisms that live in the fields cannot possibly be compensated for after an area has 55 houses built on it.

Finally, there will clearly be more traffic, noise and pollution along Hanlye Lane so I would raise a further objection to the development as I fail to see how it will ‘preserve the rural character’ of the lane.

I appreciate the pressure and the constraints that Mid Sussex District Council has to operate under, but I am concerned that the planning inspectorate is simply at the mercy of the government’s obsession with achieving growth at any cost and the enormous lobbying power of the property developers.

<b>Site/Policy: SA24 – Land to the north of Shepherd’s Walk, Hassocks</b>			
<b>Number of Comments Received</b>			
<b>Total: 76</b>	<b>Support: 2</b>	<b>Object: 71</b>	<b>Neutral: 3</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Support the provision of a tunnel as it would complement non-motorised connectivity to the SDNP (South Downs National Park)</li> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Pleased to see detailed site-specific requirements related to flood risk, satisfied with the proposals related to the planning application therefore no objection (Environment Agency)</li> <li>• MSDC has not made sufficient self-build plots available, therefore this site should be designated self-build (Hassocks Parish Council).</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• Ignores local resident wishes, undermines the Neighbourhood Plan</li> <li>• Habitats, wildlife, local infrastructure will suffer</li> <li>• Friars Oak Fields have been designated as a Local Green Space in the Neighbourhood Plan</li> <li>• Contravenes the District Plan (residual requirements in DP6)</li> <li>• Wasn’t included in the District Plan or Neighbourhood Plan, therefore shouldn’t be included now</li> <li>• Hassocks cannot take any more development. It has fulfilled its housing obligations.</li> <li>• Field is a vital community asset, much needed open space</li> <li>• Significant flooding</li> <li>• Impact on Air Quality Management Area</li> <li>• Rydon have already received permission for this site</li> <li>• Traffic pressure, particularly on Ockley Lane in combination with other sites and on London Road/Stonepound Crossroads</li> <li>• Object to the rerouting of a footpath</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Many issues raised have been addressed as part of the approved planning application. Policy text will be amended to address the latest position and update evidence submitted as part of the planning application.</li> <li>• Neighbourhood Plan is not yet “made”, Examiner has submitted his report into the Neighbourhood Plan and recommended the deletion of the proposed designation of this as a Local Green Space.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> </ul>			

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/1	Type: Support		

Promoter

This proposed housing allocation is supported. It enjoys outline planning permission for 130 dwellings and it has been demonstrated that the criteria set out in the policy can be fully met. The only exception is that the consent granted on appeal allows for a new railway crossing in the form of either a footbridge or a tunnel and the policy should reflect this. The proposed development will be delivered within the five year period to 2024/25.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/20	Type: Object		

The site forms part of the South of England Show Ground and offers cultural and recreational facilities, the loss of which has not been assessed in the SA. This allocation should be fully assessed against the District Plan Policy.

713	Mrs H Hyland	Organisation: Environment Agency	Behalf Of:	Statutory Consultee
Reference:	Reg18/713/8	Type: Neutral		

We are pleased to see detailed site specific requirements in relation to flood risk associated with this site. We support that no housing development will be located within the flood zones, in line with the sequential approach, however note that the access will cross the Herring Stream. This site has been subject to a recent planning application, reference DM/18/2342, whereby we were satisfied with the proposals with the inclusion of appropriate planning conditions to manage flood risk.

748	Ms J Price	Organisation: Sussex Wildlife Trust	Behalf Of:	Statutory Consultee
Reference:	Reg18/748/28	Type: Object		

The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/27	<b>Type:</b> Object		
<p>Despite this being greenfield outside of the development boundary, it is SWT's understanding that this site already has planning permission for housing. If this is not the case, then further information should be provided to assess the suitability of this site in terms of the environmental objectives of sustainable development. Without baseline biodiversity information we cannot determine if this site is able to be delivered with net gains to biodiversity.</p>				

<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/777/12	<b>Type:</b> Support		
<p>SA24 – Land to the north of Shepherds Walk, Hassocks Under 'Social and Community' reference is made to ensuring safe and inclusive access across the railway line on the east boundary of the site through the provision of a tunnel. Enhancements to non-motorised connectivity to the SDNP is supported and the provision of this tunnel would complement this by providing a safer access to the countryside for existing residents of Hassocks as well as those of the proposed new allocation site.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/58	<b>Type:</b> Neutral		
<p>The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/35	<b>Type:</b> Neutral		
<p>SA 24 Land to the north of Shepherds Walk, Hassocks</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Provide improvements to bus stopping facilities on London Rd including provision of bus shelters with RTI display and bus clearways</li> <li>• Contribute towards off-road cycle route linking Ditchling to Hassocks</li> <li>• Highway mitigation - A273/B2116 Stonepound Crossroads</li> <li>• Contribute towards cycling improvements on Woodslan Road to Friars Oak Road</li> <li>• Contribute towards enhancement of cycle parking provision at Hassocks station</li> </ul>				

<b>600</b>	<b>Ms T Ford</b>	<b>Organisation:</b> Hassocks Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/600/1	<b>Type:</b> Object		
Hassocks Parish Council notes that MSDC has not made sufficient self-build plots available, and therefore proposes that the site SA24, Land North of Shepherds Walk, Hassocks, should be designated self-build with a requirement to achieve zero carbon heat energy usage.				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/689/9	<b>Type:</b> Object		
Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.				

<b>616</b>	<b>Mr R Brewer</b>	<b>Organisation:</b> Friars Oak Residents Accociation	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/616/4	<b>Type:</b>		
Conclusion: • Friars Oak Fields is countryside. The points discussed the FOFRA paper show that for many different reasons, which include environmental barriers and there being no connectivity, Friars Oak Fields will be unaffected by the Golf Course and Clayton Mills North developments; Friars Oak Fields will remain detached from both those sites and it will still be countryside.				

<b>616</b>	<b>Mr R Brewer</b>	<b>Organisation:</b> Friars Oak Residents Accociation	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/616/1	<b>Type:</b> Object		
[INPUT]				
This document explains why FOFRA maintain that Friars Oak Fields site, ref. SA24 should not be approved for inclusion in the approved Final Site Allocations DPD by Mid Sussex District Council following the determination of Regulation 18 Consultation.				

<b>616</b>	<b>Mr R Brewer</b>	<b>Organisation:</b> Friars Oak Residents Accociation	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/616/5	<b>Type:</b>		

F). Local Green Space FOFRA's 153 LGS Evidence Papers:

- Friars Oak Fields has been designated a Local Green Space (LGS) in Hassocks Neighbourhood Plan (HNP), currently at Regulation 16 Consultation period is now closed, the Submission Plan is now be considered by the appointed Examiner.
- An Evidence Questionnaire Survey by Friars Oak Residents Association (FOFRA) resulted 153 detailed responses local community in midNDecember 2014 to midNJanuary 2015, please see 15 files sent separately.
- FOFRA submitted this evidence to Hassocks Parish Council making a formal request to Hassocks Parish Council to consider the residents evidence as part of the preparations for the HNP.
- The LGS was subsequently adopted within the Hassocks Neighbourhood Plan.

<b>616</b>	<b>Mr R Brewer</b>	<b>Organisation:</b> Friars Oak Residents Accociation	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/616/2	<b>Type:</b>		

The planning process must not just be fair and democratic: it must be seen to be fair and democratic, meeting the requirements of the Neighbourhood Planning Regulation and Localism Act. The inclusion of SA24 disregards community's views, democratically expressed at public consultations and is designated in the Hassocks Neighbourhood Plan (HNP) as a Local Green Space (LGS). Please see attached 15 files in pdf format which contain FOFRA's 153 LGS redacted Community Evidence Papers which were submitted as part of this process.

The HNP Regulation 16 Consultation period is now closed, the Submission Plan is now being considered by the appointed Examiner.

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/23	<b>Type:</b>	Object	

The access for this site is through an adjacent parcel of land which has a ransom strip over this land. The deliverability of this site is therefore in doubt unless this can be confirmed by the site owners.

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/24	<b>Type:</b>	Object			
<p>The access for this site is through an adjacent parcel of land which has a ransom strip over this land. The deliverability of this site is therefore in doubt unless this can be confirmed by the site owners.</p>						

<b>636</b>	<b>Ms R Noke</b>	<b>Organisation:</b>	ECA Architecture	<b>Behalf Of:</b>	Licensed Trade Charity	<b>Promoter</b>
<b>Reference:</b>	Reg18/636/6	<b>Type:</b>	Object			
<p>In conclusion, site SA30 is considered to conflict with the long term strategic policies of the District Council and specifically adopted Local Plan policies DP20 and DP21 and should therefore not be included in the final site allocations DPD.</p>						

<b>704</b>	<b>Mrs S Holloway</b>	<b>Organisation:</b>	Vail Williams	<b>Behalf Of:</b>	Airport Parking and Hotels	<b>Developer</b>
<b>Reference:</b>	Reg18/704/1	<b>Type:</b>				
<p>Crawley Down Garage and Parking Site Snow Hill Crawley Down should be rcognised as an existing employment site in the Site Allocation DPD so that it is protected under policy SA24.</p>						

<b>128</b>	<b>Mr N Allen</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/128/1	<b>Type:</b>	Object			
<p>Horried to see that land north of Shepherds Walk Hassocks has been included in the MSDC draft site allocation development plan , This will be ignoring the wishes of local residents of which MSDC planning committee are well aware and will make a mockery of government localism plans, Also undermining the Hassocks neighbourhood plan, Whilst I appreciate that your planning committee have scant regard for the wishes of residents, I would like to object most to development of this area which is an important green space, Also this area of London Road is already being overdeveloped with regard to the local infrastructure especially traffic concerns on the A273.</p>						

<b>884</b>	<b>Mrs J Bellingham</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/884/1	<b>Type:</b>	Object			
<p>I object strongly to any building of houses on Friars Oak Field. I am not familiar with any of your jargon, laws, rules, or regulations but I totally fail to understand why this housing is to go ahead when thre is so much local opposition in terms of habitation, wildlife, lack of local infrastructure and the fact that this area has more than met its housing quota. Shame on planners and developers. You have allowed an ugly Barrett’s estate further south in London Road, what joys do you have in store for us in friars Oak Field?</p>						



896

Mr R Brewer

Organisation:

Behalf Of:

Resident

Reference:

Reg18/896/1

Type:

Object

I would like to make the follow contributions to MSDC’s Site Allocations Development Plan Document (DPD) Regulation 18 Consultation.

I strongly disagree with the proposal to include Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks -- Site Reference SA24"), it must be removed from the MSDC Draft Site Allocations Development Plan to demonstrate compliance with the Localism Act.

1). It is of prime importance for local democracy to know our local communities’ voice expressed in the Hassocks Neighbourhood Plan’s consultation and site selection by Hassocks Parish Council is seen to be respected and acted upon when determining the future development of the Hassock’s community in the District Council’s Site Allocations Development Plan.

Our community of Hassocks engaged with Hassocks Parish Council to democratically deliver Hassocks Neighbourhood Plan. They have diligently followed the prescribed procedure defined in the Localism Act and have successfully brought the Hassocks Neighbourhood Plan to completion of Consultation, currently being Examined by the appointed Inspector.

Our community have been fully involved in the process of site selection democratically determining the development sites, accepting the provision of a further strategic allocation of 500 dwellings at Clayton Mills North. Hassocks Neighbourhood Plan meets the minimum housing requirement for the full period of the District Plan in April 2017 of 882 dwellings, with Hassocks Parish Council projecting delivering between 1116 and 1161 dwellings up to 2031, making the biggest contribution out of all the Cat. 2 settlements.

Extract from pages 36 & 37 of the Mid Sussex District Plan 2014 – 2031 Adoption Version March 2018:

“Some settlements (Burgess Hill, Hassocks, Hurstpierpoint, Ashurst Wood, Handcross, Pease Pottage, Scaynes Hill, Ansty, Staplefield, Slaugham and Warninglid) have already identified sufficient commitments/completions to meet their minimum housing requirement for the full plan period and will not be expected to identify further sites within their Neighbourhood Plans.

2

Cat Settlements

Minimum

Requirement

over

Plan Period

(Based on

stepped

trajectory)

Minimum

Requirement to

2023/24  
(Based on  
876dpa)  
Commitments3 /  
Completions  
(as at April 1st  
2017)  
Minimum  
Residual from  
2017 onwards  
(accounting for  
commitments and  
completions)  
2  
Cuckfield 320 125 120 200  
Hassocks 882 519 882 N/A  
Hurstpierpoint 359 211 359 N/A  
Lindfield 571 190 31 540  
Copthorne (5) 437 228 388 49  
Crawley Down 437 228 388 49

5 Note that Copthorne and Crawley Down form Worth parish, therefore these figures should be read in conjunction with one another.”

2). Friars Oak Fields has been designated a Local Green Space following an evidence questionnaire survey by Friars Oak Residents Association who received some 153 detailed responses local community in mid--December 2014 to mid--January 2015. Friars Oak Fields Residents Association forwarded this evidence to Hassocks Parish Council making a formal request for the Parish Council to consider the residents evidence to consider their request as part of the preparations for the Hassocks Neighbourhood Plan. This was subsequently adopted within the Neighbourhood Plan.

There were a wide--ranging number of comments showing how they had enjoyed walking around the fields, their tranquillity and escape from their home. There were comments about security away from traffic a place to take children and the abundance of wildlife.

This was my contribution on the 8th December 2014 which was sent to Hassocks Parish Council with the other 153 community responses.

Recreation value:

Excellent space for walking enjoying the local countryside, views of the downs. Great chalk stream which has crystal clear waters surrounded by mature trees and vegetation supporting local wild life which is not readily available elsewhere in Hassocks. Safe place for all ages to relax, walk and play with many wild follower, plants and creatures.

Richness of wildlife:

The fields support deer, foxes, badgers, slowworms, hedgehogs, rodents, a wide variety of birds which are seen every day. It’s particularly uplifting to see large groups of hedge sparrow frequenting the ancient hedges and woodpeckers looking for food in the mature trees. Because the fields have not been cultivated for many years new plants are now established making this a rich natural

environment beneficial to all local people particularly those who live in the north--west of Hassocks which does not have other natural areas available within walking distance.

#### Beauty of site:

The fields are accessible without interfering with activities such as agriculture and sport which restricts access for local residents. There are a number of well--trodden paths surrounding the fields including a Roman Road. Their beauty delivers on various levels, safe and open, easily accessible, peaceful with views of the Downs and the wooded rising hills of Burgess Hill in the near distance, an oasis next to the urban housing of Hassocks. This is a unique lung and natural facility for the north--west of the village, we are always being encouraged to take more exercise for personal wellbeing not available elsewhere in our locality.

3

#### Tranquillity:

The fields offer a separation from the busy main road and railway line. Sensitive animals such as deer feel relaxed in the fields bringing their young in the spring for safe grazing. Similarly, many local people find the fields equally beneficial.

#### Historical significance:

The stream and hedges and footpaths are a key element of the location. A roman Road runs parallel to the stream linking the north and south some 2,000 years ago and something which should be investigated and preserved for the future generations. There is also a footpath which runs east--west it is obviously been used for many centuries by local people, a search of historical maps may establish its age.

3). It is well known Friars Oak Fields are subject to significant flooding this vulnerability will only increase as more houses are built in Hassocks. Particularly vulnerable will be the existing house which are in or near to the currently defined flood plain. We have only this past few weeks seen the devastation to local communities where existing and new housing have been significantly affected by flooding. Friar Oak Fields and Hassocks will continue to be vulnerable as yet another housing development is proposed.

4). Hassocks has a long--term AQAM which has not been Revoked, additional housing which are not within the Hassocks Neighbourhood Plan will only add to air pollution at Stonepound Crossroads AQMA and jeopardizing public health.

Local Authorities have a responsibility to conform to Part IV of the Environment Act 1995 Local Air Quality Management and The National Planning Policy Framework (NPPF), including the paragraphs 109, 120 and 124.

Local Authority planning policies should sustain compliance with and contribute towards meeting EU limit values and national objectives for pollutants, which includes nitrogen dioxide (NO<sub>2</sub>), taking into account the presence of an Air Quality Management Area (AQMA) and the accumulated impacts on air quality from several new development sites in local areas. Planning decisions should ensure that a new development's impact on an AQMA is consistent with an updated MSDC's Air Quality Action Plan (AQAP). Currently the new developments on London Road are not included in the AQAP so there is no reported understanding of their impact.

Stonepound Crossroads AQMA has exceeded the annual NO<sub>2</sub> Objective of 40 µg/m<sup>3</sup> each year following the first reported exceedance in 2006.

Amendment and Revocation of AQMAs:

Extracts from: 'Local Air Quality Management Policy Guidance (PG16) 2016'4.

"4.9 There is no fast-track option to revoke or make significant reductions to an AQMA.

Authorities wishing to revoke or reduce an AQMA can do so following review. For revocation this should demonstrate that air quality objectives are being met and will continue to do so. In other word, they should have confidence that the improvements will be sustained. Further information is provided in the Technical Guidance, but typically this is after three years or more compliance."

"4.10 Where an Order is revised, a copy of the revocation or amendment Order should be submitted to Defra and other statutory consultees and made publicly available to ensure the public and local businesses are aware of the situation. It is expected that the local authority will take the relevant action imposed by the Order within four months following receipt of comments from Defra."

24 Mrs L Catford

Organisation:

Behalf Of:

Resident

Reference: Reg18/24/1

Type: Object

I would like to ask for Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") to be removed from the MSDC Draft Site Allocations Development Plan Document.

My reasons for this are that Friars Oak Fields are a beautiful green space that are loved and highly valued by the local community. Myself and my family visit the fields weekly to walk our dogs and take in the nature, we have seen deer on numerous occasions, together with buzzards and many other beautiful birds and insects. If MSDC add Friars Oak Fields to the Site Allocations Development Plan Document, they will be ignoring the clearly stated wishes of local residents whilst undermining localism and the Hassocks Neighbourhood Plan.

To add to this, Hassocks cannot take anymore development, it is getting out of hand. The traffic is already dreadful along Stone Pound Road, schools and doctors are fit to burst. Hassocks used to be a lovely village but will soon lose this appeal if this new development is allowed to proceed. My parents who have lived in Shepherds Walk for the last 37 years, will lose an incredibly important part of their fond memories and current weekend pastime, walking round the fields with the dogs.

797 Ms S Catford

Organisation:

Behalf Of:

Resident

Reference: Reg18/797/1

Type: Object

I am writing to strongly object and completely disagree that the Friars Oak Fields should be a housing site!

To use these fields completely contravenes the Neighbourhood Plan and MSDC's own District Plan, these fields were democratically decided to be allocated as a local green space, which are loved and very much valued by me, my family and the local community.

These fields are home to vast variety of wildlife, fauna and flora and it is wicked to develop them.

Our pollution level is already critically high, the fields are prone to serious flooding and the London Road through Hassocks is already dangerously busy.

Please take my views and those of local residents into account.

105	Mrs V Cavagnoli	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/105/1	Type:	Object
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Given this site has been rejected several times in recent years as a development site, and that it was voted to be preserved as green space by local residents in the Hassocks Neighbourhood Plan, I am completely dumbfounded as to why it would now potentially be included in your Site Allocations Development document. It seems as though there is more to this – perhaps the potential developer has been allowed to have a say in this document, which would surely be unlawful?

This green space is an area that is loved and used by the local community. I am sure I don't need to point out that we are currently being boxed in by several large housing developments that will amount to more than 750 new houses in Hassocks (with no new schools or infrastructure to help cope with the additional people) and so to add to this the above development would be an absolute and unnecessary travesty. We are already at government quota for our small village.

The already extremely poor air quality at Stonepound Crossroads (one of the most heavily polluted areas of Sussex) will become even worse if the above site is allowed to be developed on, which will be detrimental to the health of our children and older residents in particular. Each new housing development near the London Road causes more traffic and delays even just during construction: the past weeks have had an absolutely dreadful effect on the traffic at Stonepound Crossroads, as one of the new developments is re-developing the road as part of its plan, which is driving pollution levels even higher.

In adding this site to the Site Allocations Development Plan Document, you will be flagrantly ignoring the wishes of local residents, as they clearly stated in the Hassocks Neighbourhood Plan that they wished to preserve this land. What is the point of having a Neighbourhood Plan if it is to be ignored?

Again, I find it very odd that this site would be considered by MSDC as a potential site for development in light of all that has happened in recent years, and the amount of new housing (with no new schools or supporting infrastructure proposed) that is currently undergoing construction. This simply does not make sense for anyone other than those who stand to gain financially

490	Mr A Chapman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/490/1	Type:	Object
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I am writing to oppose the plan for the Friars Oak Fields, (Land North of Shepherds Walk, Hassocks - Site reference SA24). The Hassocks neighbourhood plan allocates this site as local green space. As this plan has been authored by the local community, I would ask that Mid Sussex council respects this democratic decision and not allow this area for yet another housing development.

At a time when the nation is reeling from yet more flooding because of too much housing, I can't believe that Mid Sussex is considering cramming in another massive development on a field that regularly floods.

Hassocks has more than met its housing obligation so this additional housing is not required. As a Shepherds Walk resident I have seen the rapid disappearance of accessible green space to housing; first Ham Fields then the golf course and now Friars Oak Fields. It is becoming increasingly difficult to access local green space and this will inevitably increase car use and traffic.

These fields are also a beautiful wildlife haven, full of amazing butterflies, owls and deer. They are valued highly by the local community and are well used.

I hope that you are able to consider my views.

<b>492</b>	<b>Mrs L Chapman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/492/1	<b>Type:</b>	Object			

I am writing to you to oppose the provisional plan for the Friars Oak Fields, (Land North of Shepherds Walk, Hassocks - Site reference SA24) to be designated as a housing site. Hassocks neighbourhood plan allocates this site as local green space. This plan has been democratically formulated by the local community, and I would ask that Mid Sussex council respects this democratic decision.

Hassocks has fulfilled its housing obligation so this additional housing is not required. As a local resident I am also strongly aware that Hassocks has lost and is currently losing a lot of its accessible green space to housing: including Ham Fields and the golf course. As a local resident it is becoming increasingly difficult to access local green space without driving by car, which will inevitably increase car use and traffic.

These fields are also a remaining wildlife haven in the midst of encroaching housing development. They are valued highly by the local community and are well used. This site supports the mental and physical wellbeing of local residents, hence the longstanding community opposition to the development plans for this site.

This site is also flooded throughout the winter. I am concerned that if all of the green space on this side of Hassocks is developed for housing that this could significantly increase the risk of flooding for residents (new and existing).

I hope that you are able to consider my views seriously, and that this is not a tokenistic gesture at public consultation.

<b>1065</b>	<b>N Clayton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1065/1	<b>Type:</b>	Object			

I object to Land North of Shepherds Walk SA24 being included in the draft Site Allocations DPD.

Proposed development of this site is strongly opposed by local residents, Hassocks Parish Council and Hassocks district and county councillors - all of whom support the site being Local Green Space.

This area has great significance to the community as a flood plain, supporting diverse flora and fauna, supporting recreation and wellbeing.

<b>321</b>	<b>Mr S Clayton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/321/1	<b>Type:</b>	Object			

This is my representation for the current public consultation for the MSDC Site Allocations. Specifically in relation to Land North of Shepherds Walk, Hassocks - Site Reference SA24. Also known as Friars Oak Fields. Please remove this site from the site allocations document. The local community have told you in great numbers on many occasions that they do not want this site developed. The Hassocks Neighbourhood Plan confirms this, in which the site is designated as Local Green Space - and that is incompatible with developing this site. The local community have told you that they want to retain this site as undeveloped. The local community have provided you with sufficient sites to meet your housing numbers. Yet, the MSDC Planning Department insist on not only building on the many sites where Hassocks residents want to see developed, but also on the few sites which they do not want to see developed. You do not need to build on Friars Oak Fields. This site is demonstrably special to the community and should be preserved. Please remove this site from the site allocations document.

<b>142</b>	<b>Mrs H Cook</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/142/1	<b>Type:</b>	Object			

Land North of Shepherds Walk Site Ref SA24

This site should be removed from the MSDC Site Allocation Development Plan Document. It is a well used and highly valued local green space. Allocating this area for housing will go against local residents wishes and undermine the Hassocks Neighbourhood Plan.

<b>488</b>	<b>Mr &amp; Mrs A and J Coop</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/488/1	<b>Type:</b>	Object			

We understand that MSDC is proposing to include the 'Land to the North of Shepherds Walk' (known as Friars Oak Fields) in the draft Site Allocations Development Plan Document. We are appalled that MSDC has failed to notify us formally since our property is adjacent to these fields.

We object strongly to the proposed inclusion, which would ignore the clearly stated wishes of local residents who voted for the fields to be a Local Green Space. MSDC is therefore undermining localism and ignoring the Hassocks Neighbourhood Plan, which already provides for a significant amount of additional housing including the 500 homes in Oakley Lane. Furthermore, MSDC is pre-empting the outcome of the Inspector's examination of the Hassocks Neighbourhood Plan, at the same time as ignoring it's own District Plan.

Friars Oak Fields continue to be unsuitable for housing, in particular due to significant safety issues. The Planning Inspector has concluded that no homes can be built until a 'safe crossing' is constructed over the London to Brighton Mainline Railway. There is no guarantee that Network Rail will agree to a bridge or tunnel given that the embankment is unstable and train services would inevitably be disrupted (e.g. speed restrictions) during any construction.

There is no justification for MSDC including Friars Oak Fields in the draft Site Allocations Development Plan Document, which is a blatant attempt to circumvent the Neighbourhood Plan and the District Plan. We urge you to remove this site from the Document.

6	Mr D Creaton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/6/1	Type:	Object
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I consider that Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") should be removed from the MSDC Draft Site Allocations Development Plan Document.

I say this for the following reasons

- 1) It is a lovely green field site cherished by the local community.
- 2) By including this site in the plan you will be ignoring the wishes of the local community as stated in the Hassocks Neighbourhood Plan.
- 3) I understand that the District Council have already concluded that Hassocks has already taken its fair share of the future housing needs of Mid Sussex and any additional development will place an too great a strain on the infrastructure.
- 4) This is especially true in respect of Stonepound Crossroads which is already an environmental blackspot and the recent 'improvements' to the junction seem to have made matters worse with long queues in all directions.

821	Mr & Mrs E & A Crowe	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/821/1	Type:	Object
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Regarding the above subject Site Reference SA24 it is essential that you remove this site from your Draft Site Allocation Development Plan Document.

The Hassocks Neighbourhood Plan clearly states it should be an open green space for the local community to enjoy. MSDC will be ignoring all the wishes of local residents.

Hassocks Parish Council have already fulfilled the requirement housing, especially as the Golf Course Site on the opposite side of the London Road, currently under construction has doubled in size since first obtaining planning permission – (not on Hassocks Neighbourhood Plan) and it is therefore not necessary to include Site Reference SA24.



19	Ms J Epstein	Organisation:		Behalf Of:		Resident
Reference:	Reg18/19/1	Type:	Object			

I have just heard that the above land has been included in the MSDC Draft sit Allocations Development Plan Document. I am writing to lodge my dismay that after so many months / years of opposing the development of this land, local residents’ objections and evidence of its use, have been disregarded. I understand that now, because of its being included in the Development Plan Document it is now allocated for development. This is against local residents objections and with good reason.

If you live, as we do, in Friars Oak Road, then we can already see the consequences of high density development. Within a short distance, hundreds of houses are already being built. We have long build-ups of traffic at rush hour periods with Priory Road being used as a ‘rat run’ to avoid long waiting times at the Stone Pound crossroads. I know this is because of the road works at present but with more traffic using the A 273 this is going to be a real problem to residents. If another development is likely, the whole character and peace of those fields behind us will be gone. Also, there is the problem of school places. I know personally of a young family whose first child could not attend Hassocks Infants School as there was no room for her son. So she has had to send him to a school in Burgess Hill. She doesn’t drive. I wonder how many more families will be or are affected in this way?

I do not oppose development of new homes. Bur I understand we have already reached our quota in this area. The local residents’ reasons for opposing this present development have been clearly documented with valid reasons why it should be abandoned. Its reasons are laid out in the Neighbourhood Plan. Does the Council realise the impact of another development on the local residents, old and new? We have lived here for over 50 years and it still retains some of its ‘village’ identity but that identity is rapidly going and I fear we will soon be part of ‘ribbon development’ with few green spaces and areas where children and adults can enjoy the pleasure of walking in open spaces on our doorstep.

822	Mr R Glaister	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/822/1	Type:	Object
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Firstly, Mid Sussex District Council’s own District Plan was adopted in March 2018. The Hassocks Neighbourhood Plan has been held by Mid Sussex District Council for more than 2 years and, with the inclusion of a 500 home ‘strategic site’ at Clayton Mills Mid Sussex District Council’s housing need has been met without the need to build on Friars Oak Fields. We must also take into account that the Mid Sussex District Council Plan does not include building on Friars Oak Fields and that on the 29th November 2018 Mid Sussex District Council councillors rejected an application from Rydon Homes for development of Friars Oak Fields for this very reason.

As well as the additional 500 homes at Clayton Mills there are also two further additional developments going ahead on the London Road area of Hassocks at this very time; one development where the golf course previously stood and the other on what used to be Ham Fields. In short, Mid Sussex District Council's housing need has not only been met without building on Friars Fields, it has been exceeded.

It is with the above in mind that I am also raising the following further reasons why Friars Oak Fields should be allocated as a Local Green Space:

Increased Flood Risk:

Part of Friars Oak Fields are an identified flood plain and are identified on the Environment Agencies 'Flood Map for Planning'. We need only look back to 2014 to the terrible scenes in Somerset to see the devastating impact that developing on flood plains can have and terrible impact such actions can wreak upon the local community.

One does not need to consult the Environment Agencies website however for confirmation that this area is a flood risk, simply walking through the fields after a period of heavy rain will provide ample evidence of this.

The other concern here of course is that the Herring Stream passes along the side of Friars Oak Fields adjacent to the London Road. This stream runs at the end of many peoples gardens, including my own. In the seven years that we have lived at this address the river has burst its banks on a number of occasions and in the majority of these instances the waters have risen over half way up the garden, on one occasion two thirds of the way. It only takes a few hours of heavier than usual rain for this to happen and once the stream has burst its banks it makes it way up the gardens incredibly quickly and of course nothing can be done to stop it. Another concern, as I discovered in January 2016 when I went outside to bring items of value out of the way of the floodwaters (caused by the stream bursting its banks), the water has a very and surprisingly strong current and therefore presents a significant danger. I would certainly not want to live in any dwelling built near to the Herring stream in the Friars Oak Fields and I would be extremely surprised, given everything that I have already discussed if such a dwelling was not regularly flooded.

My other concern is if Friars Oak Fields were to be developed is that rain water would not be able to seep into the ground as is currently the case (albeit as already discussed quite slowly) and would instead flow into the stream raising water levels and significantly increasing the risk of the stream bursting its banks where it passes through the village and flooding already established homes.

Pollution:

Friars Oak Fields are a significant distance from Hassocks high street. It is unlikely given this that many of the residents of any new housing development on this site would walk into the village when they need to access shops etc and would instead rely on car use. This would come further to increased car use in the village from the new occupants in the currently being developed housing estates on the golf course and what was previously Ham Fields.

Accessing any new housing estate would also be via London Road and again would be predominately by car. As we are all aware London Road is already extremely heavy with traffic at all hours of the day and the resultant damage to air quality that comes with this is both obvious and shocking. As you are also no doubt aware the area around the Stonepound Crossroads just a little further down London Road already has air quality that breaches levels considered acceptable by the World Health Organisation. This situation is of course already set to worsen significantly with the two previously discussed further housing developments that will be accessed via London Road.

The impact of further residential development who's residence will be principally reliant on car use to access almost all local shops and amenities will only add to these environmental woes.

Friars Oak Fields as a Wildlife Haven and an Important Local Resource:

Friars Oak Fields is an area of significant natural beauty and a wonderful habitat for wildlife in Mid-Sussex that is enjoyed by the whole community. Development of Friars Oak Fields would not only damage these precious wildlife populations but would in all likelihood completely wipe them out along with their precious habitat.

Areas of countryside and natural beauty are becoming evermore scarce in Mid-Sussex as various developments eat into our green spaces. It is with this in mind that I raise further environmental point in this context; Not only would any development further eat away at our ever more precious green spaces but it would also seriously damage the rural character of Hassocks. This point is particularly poignant and relevant when we consider that Hassocks sits on the edge of and is a gateway to the South Downs National Park.

Finally in this context, as previously touched upon Friars Oak Fields are used and enjoyed by the whole community, particularly those people who live in the immediate vicinity, and one only has to take a stroll through the fields on Sunday morning to see what a popular and well used local space they are. It is also the only accessible green space in this area of village. There are of course playing fields around where the golf course used to be but they are only accessed by crossing London Road which, as previously discussed is extremely busy.

Removing this significant green space will therefore have an extremely detrimental impact on the local population including on their physical and mental health, increase car use and completely redefine the local character (how for example can Hassocks claim to be a rural setting when arguably its most significant green space has been destroyed?).

Strategic Gap and Village Identity:

The last point brings me neatly onto my next objection. Developing to the north of Hassocks eats away at the strategic gap between Hassocks and Burgess Hill. Destroying this gap will erode the natural boundary between the two settlements which will in turn both damage the rural identify of Hassocks and open up the possibility for further development.

I would also raise again my previously made point that this proposed development is contrary to Policy DP13 of the District Plan which seeks to prevent coalescent.

Local Infrastructure Objections:

Hassocks is of course a rural village community, which brings me to my final areas of objection and concern; that it is simply not suited to or able to cope with further strains on already stretched infrastructure that further large development as has been proposed on Friars Oak Fields would bring, especially when combined with the development of Clayton Mills and the two further developments on London Road. I have been unable to find any information that suggests that any sort of coherent strategy is in place to ensure local infrastructure is being suitably adapted to take into account increased housing. Should new infrastructure go ahead this would of course need to overcome significant planning barriers, would take several years to come to fruition and would also significantly comprise the rural character of Hassocks.

Local Plan:

As previously discussed the Hassocks Neighbourhood Plan is still in the process of implementation; this follows hours of public consultation, public meetings in packed halls and discussions and debate in all sections of the community. This process is localism and democracy in action and having read the draft consultation it was heartening to see that local challenges around environment, infrastructure and housing had been met in a considered way that worked for the whole community.

The draft consultation of the Neighbourhood Plan was perfectly clear; there is absolutely no support amongst the Hassocks community for the development of housing on Friars Oak Fields and the Hassocks community want Friars Oak Fields to become a designated local green space.

Throughout both local campaigning and the Neighbourhood Plan process there has never been argument that more housing and the expansion of the Hassocks is needed; other sites for housing have been identified and agreed upon through the Neighbourhood Plan consultation.

To ignore this great surge in local democracy and the Neighbourhood Plan process and grant planning permission to develop on Friars Oak Fields would be in clear breach of the Localism Act 2011, it would prevent the neighbourhood plan from proceeding as envisaged by government legislators and would lead to a most troubling situation whereby democracy, community involvement in decision making, local campaigning and the Neighbourhood Plan would be consigned to the dustbin.

Finally, I am fully aware that there is a need for more housing in the south east of England and I am aware that Hassocks needs to grow and expand in line with this. I also believe however that this can be done without such a devastating impact on the local community, the local environment and the local character of Hassocks.

As demonstrated during the consultation process for the Local Plan and during Rydon Homes ongoing attempts to develop on Friars Oak Fields, there is very clear objection to development of Friars Oak Fields from all sections of the Hassocks community. I very much hope that our community will be listened to and that this precious green space will be afforded the protections it needs and deserves.

Thank you very much for taking the time to read my correspondence and please do not hesitate to contact me straight away should you wish to discuss further any of the points I have raised and I very much look forward to receiving your thoughts and comments with regards to this matter.

**658** **Ms S Goodsell** **Organisation:**  **Behalf Of:**  **Resident**  
**Reference:**  **Type:**

I object to the development at Friars Oak Fields. The enormous environmental implications, such as wild life, open space for dog walkers. The flood plains, which we are most concerned about, with the climate change which is happening at the moment. Also the increased amount of traffic which will be inevitable, with the building of houses by Bellway and Barrett.

**834** **Mrs S Goodsell** **Organisation:**  **Behalf Of:**  **Resident**  
**Reference:**  **Type:**

I am writing to object to the Mid Sussex District Council proposed draft Site Allocations DPD in particular to that relating to the Friars Oak Fields that is the land north of Shepherds Walk, Hassocks.

I strongly support the current Hassocks Neighbourhood Plan that Hassocks Parish Council have diligently produced following the prescribed procedure defined in the Localism Act and consequently successfully brought the Hassocks Neighbourhood Plan for Consultation.

The community of Hassocks have agreed that a further 500 houses are to be built at Clayton Mills North, plus houses opposite the PDH Garage in the London Road and on part of the Hassocks Golf course – this surely is far more than our required allocation?

Friars Oak fields have been designated a proposed Local Green Space following a questionnaire survey by The Friars Oak Residents Association and this was adopted within the Neighbourhood Plan. We need this space for walking and enjoying the countryside with views of the downs and a place to ‘chill out’. The wildlife is also important along with the flowers and fauna which we so much enjoy. This is a space away from the very busy main road that I have enjoyed for nearly 50 years. A Roman road runs parallel to the stream linking the north and south some 2,000 years ago and should be investigated and preserved for future generations. The footpath which runs east – west has been used for centuries and should be maintained at all costs! Please let us keep this land as a Green Space for future families in this area to enjoy.

<b>833</b>	<b>Mr K Goodsell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/833/1	<b>Type:</b>	Object
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I am writing to object to the Mid Sussex District Council proposed draft Site Allocations DPD in particular to that relating to the Friars Oak Fields that is the land north of Shepherds Walk, Hassocks.

I strongly support the current Hassocks Neighbourhood Plan that Hassocks Parish Council have diligently produced following the prescribed procedure defined in the Localism Act and consequently successfully brought the Hassocks Neighbourhood Plan for Consultation.

The community of Hassocks have agreed that a further 500 houses are to be built at Clayton Mills North, plus houses opposite the PDH Garage in the London Road and on part of the Hassocks Golf course – this surely is far more than our required allocation?

Friars Oak fields have been designated a proposed Local Green Space following a questionnaire survey by The Friars Oak Residents Association and this was adopted within the Neighbourhood Plan. We need this space for walking and enjoying the countryside with views of the downs and a place to ‘chill out’. The wildlife is also important along with the flowers and fauna which we so much enjoy. This is a space away from the very busy main road that I have enjoyed for nearly 50 years. A Roman road runs parallel to the stream linking the north and south some 2,000 years ago and should be investigated and preserved for future generations. The footpath which runs east – west has been used for centuries and should be maintained at all costs! Please let us keep this land as a Green Space for future families in this area to enjoy.

<b>986</b>	<b>Mr K Goodsell</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/986/1	<b>Type:</b>	Object
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I am writing to object to the Mid Sussex District Council proposed draft Site Allocations DPD in particular to that relating to the Friars Oak Fields that is the land north of Shepherds Walk, Hassocks that Mid Sussex proposes to include in the plan.

The MSDC proposed Site Allocations DPD totally ignores the Hassocks Neighbourhood Plan which diligently followed the prescribed procedures defined in the Localism Act. The Community of Hassocks were fully involved in the process of Site Selection democratically determining sites and accepting the provision of a further strategic allocation of 500 houses at Clayton Mills North which resulted in the Hassocks Neighbourhood Plan fully meeting the minimum housing requirement of 882 dwellings for the full period of the District Plan April 2017, furthermore the Hassocks Parish Council plans projected delivering between 1116 and 1161 dwellings up to 2031, making Hassocks the largest contributor of all the Catatory 2 settlements within Mid Sussex.

Friars Oak Fields has been designated a Local Green Space following an evidence questionnaire survey by the Friars Oak Residents Association who received 153 detailed responses from the local community in mid-December 2014 to Mid-January 2015. Friars Oak Fields Resident Association forwarded this evidence to the Hassocks Parish Council making a formal request for the Parish Council to consider the residents request as part of their preparations for the Hassocks Neighbourhood Plan. Friars Oak Fields was subsequently adopted within the Neighbourhood plan as a Local Green Space.

By allocating land north of Shepherd Walk Estate to the MSDC Site Allocations DPD portfolio for future housing development, MSDC is showing complete contempt for and disregard to the Hassocks Neighbourhood Plan and acting in the most undemocratic way totally ignoring the wishes of the 5000 plus residents who took part in producing the Hassocks Neighbour Plan.

1021	Mrs S Goodsell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1021/1	Type:	Object
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I am writing to object to the Mid Sussex District Council proposed draft Site Allocations DPD in particular to that relating to the Friars Oak Fields that is the land north of Shepherds Walk, Hassocks.

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I strongly support the current Hassocks Neighbourhood Plan that Hassocks Parish Council have diligently produced following the prescribed procedure defined in the Localism Act and consequently successfully brought the Hassocks Neighbourhood Plan for Consultation.

The community of Hassocks have agreed that a further 500 houses are to be built at Clayton Mills North, plus houses opposite the PDH Garage in the London Road and on part of the Hassocks Golf course – this surely is far more than our required allocation?

Friars Oak fields have been designated a proposed Local Green Space following a questionnaire survey by The Friars Oak Residents Association and this was adopted within the Neighbourhood Plan. We need this space for walking and enjoying the countryside with views of the downs and a place to ‘chill out’. The wildlife is also important along with the flowers and fauna which we so much enjoy. This is a space away from the very busy main road that I have enjoyed for nearly 50 years. A Roman road runs parallel to the stream linking the north and south some 2,000 years ago and should be investigated and preserved for future generations. The footpath which runs east – west has been used for centuries and should be maintained at all costs! Please let us keep this land as a Green Space for future families in this area to enjoy.

823	Mr T Green	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/823/1	Type:	Object
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I am writing today to express my deep concern and consternation that the Planning Application by Rydon Homes to develop the land known as Friars Oak Fields has now been approved to go ahead.

This particular application has met with wide disapproval in the local community who have overwhelmingly indicated their opinion that this land should be set aside as a local green space and, indeed, the Hassocks Neighbourhood Plan specifically sets this area aside as such. Indeed, the application to build on this land had also met with disapproval from the Member of Parliament and the Housing Minister who has previously called in the application. The fact that more and more applications from this developer to the ultimate end of gaining approval clearly illustrates that the District Council cares not a jot for the democratic process by ignoring the clear will of the local population.

It is very well known that Hassocks has far exceeded its housing requirement and further development only goes to put further pressure on local amenities that are already overburdened. With all the building activity that is currently on going there is, to the best of my knowledge, no substantive increase in schooling, medical services and the like. Coupled with this there is an obvious increase in motor vehicles on the road adding to the already poor air quality that is exacerbated by the heavy build up and slow movement of traffic along the London road at the usual busy times.

In this era where the environmental impact of more and more building on green belt land whilst ignoring the large areas of brown field sites that are crying out for improvement and development is of huge concern it also suggests a rather corrupt system that allows such easy development. Communities need to be doing so much more to protect our green spaces and to further enhance them with a programme of tree planting and other positive environmental actions. We look to our local and district councils for leadership in these matters and not simply give in to the demands of rich developers who look for the easy option of digging over our important green areas.

This particular area is the site of an important and rare chalk stream and is an area known to flood. The fact that this area is a known flood zone and with other areas in the country already suffering from flood damage and the government and local authorities being blamed for not doing enough to protect areas prone to flooding makes the development of these fields even more surprising and exasperating.

I, and so many others in the local area, now look to you to overturn this planning application and return Friars Oak Fileds to the green space that the area so richly deserves.

1243	Mrs K Griffiths	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1243/2	Type:	Object
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1.5 SA24 lies on a main river and is accessed through a flood plain, which will not go away with the addition of 130 dwellings. Increased rainfall and permeable areas will be replaced by impermeable surfaces. It is not enough for the council to be content with flood plain compensation by way of mitigation.

1.6 The Committee note that sites in a flood plain represent a 'high-level constraint' and have used this as a reason to not allocate some, but go on to allocate several large sites that are in a flood plain.

1.7 Given the impracticalities of the above sites, it is unlikely that MSDC can rely on sufficient commitments, not just for the plan period, but for well beyond 2031.

136	Mr S Halliwell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/136/1	Type:	Object			

I would request that Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") to be removed from the MSDC Draft Site Allocations Development Plan Document.

Friars Oak Fields are a green space that is loved and highly valued by the local community. In addition if MSDC add Friars Oak Fields to the Site Allocations Development Plan Document, they will be ignoring the clearly stated wishes of local residents whilst undermining localism and the Hassocks Neighbourhood Plan. The plan clearly took into account the wishes of the local community

135	Mrs A Halliwell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/135/1	Type:	Object			

I understand that MSDC are proposing adding Friars Oak fields in Hassocks to the Site Allocations Development Plan document! This would completely undermine the Neighbourhood plan that was very carefully drafted by the village with great care taking into account the requirement for new houses. This plan clearly took into account the wishes of the local community.

Friars Oak Fields are a green space that is loved and highly valued by the local community.

There is too much development in Hassocks now and the infrastructure of the village cannot sustain any more.

I appreciate you taking into consideration my comments



1322	Mr M Hanna	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1322/1	Type:	Object			

We write with regard to the above and the information that the Planning Inspector has completely ignored all the objections made to the development on the Friars Oak Fields and has approved Rydon's application to build on the fields.

This is an extraordinary decision, particularly so when it involves Rydon. Rydon, the builder t hat re furbi she d Grenfell Tower with combustible cladding, has been told not to bid for public contracts days after the government named it on a list of recommended cont ract ors. The Cabin et Office had said that only companies charged with an offence could be excluded, but back - tracke d after an outcry from survivors, pending the public inquiry into the fire.  
(See The Times November 8th - page 18).

Our object ions to the development were serious and well considered. The area in quest ion is a flood plain. You only have to look at the news to see the very serious situation in Yo rkshire and to see the devastation that can be caused by flooding. If this develo pment goes ahea d and our homes are flooded, who will recompense us all? Will it be the Mid Susse x District Council! Or R vdQr,jñ.".'ill we, r!Psoite 0 11 --cr v serious cofi cern<: and Object io ns, be left bearin g the cost of the Council's greed anci inco mpetenc·e?

We ar e deeply disturbed about the situation. The local residents voted democratically for lhe Neigh bourhood Plan on which the Friars Oak Fields were designated as a Green Space. We have written detailed objections on three occasions to this planning application which con t ravenes both the Neighbourhood Plan and the Mid Sussex District Council's Distric t Plan.

We have lost all faith and trust in the democratic process and in the Government and, alon g wit h many of our neighbours, can only wonder if the Planning Officer has been off ered such a la rg e bribe that he or she was motivated to allow this harmful development.

587	Mr & Mrs M & S Hanna	Organisation:		Behalf Of:		Resident
Reference:	Reg18/587/1	Type:	Object			

We write with regard to the above and the information that the Planning Inspector has completely ignored all the objections made to the development on the Friars Oak Fields and has approved Rydon’s application to build on the fields.

This is an extraordinary decision, particularly so when it involves Rydon. Rydon, the builder that refurbished Grenfell Tower with combustible cladding, has been told not to bid for public contracts days after the government named it on a list of recommended contractors. The Cabinet Office had said that only companies charged with an offence could be excluded, but back-tracked after an outcry from survivors, pending the public inquiry into the fire. (See The Times November 8th - page 18).

Our objections to the development were serious and well considered. The area in question is a flood plain. You only have to look at the news to see the very serious situation in Yorkshire and to see the devastation that can be caused by flooding. If this development goes ahead and our homes are flooded, who will recompense us all? Will it be the Mid Sussex District Council or Rydon? Will we, despite our very serious concerns and objections, be left bearing the cost of the Council’s greed and incompetence?

We are deeply disturbed about the situation. The local residents voted democratically for the Neighbourhood Plan on which the Friars Oak Fields were designated as a Green Space. We have written detailed objections on three occasions to this planning application which contravenes both the Neighbourhood Plan and the Mid Sussex District Council’s District Plan.

We have lost all faith and trust in the democratic process and in the Government and, along with many of our neighbours, can only wonder if the Planning Officer has been offered such a large bribe that he or she was motivated to allow this harmful development.

Please throw out the application for any building on the Friars Oak Fields once and for all. Please also classify the Friars Oak Fields as a Local Green Space and please ensure that no future applications are considered.

We, and our neighbours, say “no”.

Appeal.

The Neighbourhood Plan was agreed by the residents of Hassocks and the Friars Oak Fields were designated as a Local Green Space. This was a democratic decision on the part of the local residents but, despite this the Mid Sussex District Council has passed Rydon’t third application.

21	Mrs S Hanna	Organisation:		Behalf Of:		Resident
Reference:	Reg18/21/1	Type:	Object			

We refer to the above and to the fact that you have added the Friars Oak Fields (i.e. the Land North of Shepherds' Walk) to your draft Site Allocations Development Plan Document.

The villagers of Hassocks very clearly set out in the proposed Neighbourhood Plan, which was put forward by the Parish Council for acceptance we believe three years ago, that the Friars Oak Fields were to be designated a green space.

We have written to you on numerous occasions strongly objecting to any development on the Friars Oak Fields. It is an area greatly valued by the community in use daily by people walking their dogs, walking for enjoyment, using the footpaths and is an area for wildlife. It is also an area of green space which is vital to the Environment. It is also a flood plain which should not be built on at all. Otherwise, with Global Warming and the attendant increase in rainfall poses a significantly heightened flood risk to our homes.

If these fields are built on, the traffic on the London Road and the air quality, already notoriously high at Stonepound Crossroads, will be unbearable and dangerous to health. We have objected to developers on three occasions and now you, who are supposed to have the interest of the local people at heart, are still ignoring the Neighbourhood Plan and the wishes and needs of the local community.

The people of Hassocks have been treated with a callous disregard by Mid Sussex District Council. The neighbourhood plan, on which we all spent time and effort, seems to be completely disregarded. There have been three applications by developers to build on the land and now you, who are supposed to uphold the wishes of the people, are completely disregarding these and have added the land to your draft Site Allocations Development Plan Document.

This is totally and unequivocally unacceptable. We are supposed to live in a democracy. You are elected by the people to your positions to uphold the wishes of the people, not disenfranchise us all.

We ask you to take note of our very strong objections and adhere to our Neighbourhood Plan.

808	Ms M Hart	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/808/1	Type:	Object
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May I please ask that the site north of Shepherds Walk be left as an open space as shown on the neighbourhood plan which is approved the local council and the residence of Hassocks. The proposed area is a flood plain most of which has already been built on causing water levels to rise and endangering property. There have already been two large developments in the vicinity reducing the habitat of wildlife, recently deer and other wild creatures have been seen on this site. There is a great deal of concern for mental health and the environment at present with both benefiting from open green spaces, the loss of these fields would have a detrimental effect on both of these issues. Although geographically near to the South Downs it is impossible for many to reach them as private transport is required, this site provides a much needed space where everyone can relax and enjoy the natural beauty of the countryside.

Any buildings on the land north of Shepherds Walk would have to exit on to the London Road and there have already been two large housing developments along this road, with the large developments planned for Burgess Hill having to use this route also pollution which is already above the permitted level will be considerably worsened. This could have a serious effect on the health of residents in the area and possibly is already causing them stress.

The local residents and council are against any development of this site, this is also supported by Nick Herbert and previous applications have been rejected. With the two new developments along the London Road and the proposed 500 houses at Clayton Mills provision for the housing requirement until 2030 has already been met, therefore any building on this site is surplus to requirements. Although finance is a consideration will the council please consider the health and wellbeing of the people who voted for them trusting that would look after them in every aspect that could have serious effect on their lives..

796	Mr K Headicar	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/796/1	Type:	Object
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Please take this e mail as a request that Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - site reference SA24) be removed from the MSDC Draft Site Allocations Development Plan Document.

Friars Oak Fields are a green space that is well used both by dog walkers and people using the public footpath. Deer are still to be seen in the fields at certain times throughout the year.

The fields are also a strategic gap between Hassocks and Burgess Hill.

New house building in the Hassocks area has already increased the traffic flow on London Road even before the current project on part of what was Hassocks Golf Course.

The further development at Ockley Lane will further increase the pressure on the local schools and GPs.

Should Friars Oak Fields be included in the above Development Plan then the clearly stated wishes of local residents will have been ignored and in so doing will be undermining the Hassocks Neighbourhood Plan in which these Fields were listed 15th out of the 16 choices. I cannot recall the exact numbers but I am quite sure that my figures are not far adrift from those in the Plan.

<b>1020</b>	<b>Mrs P Heath</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1020/1	<b>Type:</b>	Object			

These fields should be allocated as a local green space which was democratically decided as part of the Neighbourhood Plan. This plan has been held by MSDC since June 2016 and to ignore the Neighbourhood Plan is against the intentions of the Localisation Act 2012. Mid Sussex District Council's Plan 2014-2031 is now in place and includes Friars Oak Fields as a local green space. Hassocks' housing requirements have already been exceeded; 800 are to be built in the next few years. These include the golf course and Saxon Mills both on the London Road, which have already been approved, and also 500 new homes north of Clayton Mills just across the railway track. Building on FOF will add more than 1,000 new home to Hassocks without providing any additional roads. Our basic infrastructure, schools, health service etc. are already under strain. It now appears that MDSC would like to now designate these fields for building against the wishes of the Hassocks Parish Council and local residents.

The Herring Stream regularly bursts its banks when we have heavy rain flooding FOF and also the land facing some of the houses in Shepherds Walk which is on poorly draining clay soil and with global warming this is happening more often. This is a large natural stream that Sussex Wildlife Trust has described flowing from 'one of the best calk stream in Sussex'.

These fields are a haven for wildlife and have been accessible to the public and local residents for decades. The fields are wild and untouched, it is not unusual to see deer coming through the stile onto Shepherds Walk. It seems almost wicked to destroy this habitat.

ongestion on the London Road is at capacity as this is the only road into Brighton, Hassocks and Hurstpierpoint. According to a 2014 District Council report this is the only place in Mid Sussex that fails to meet international standards of air quality. As a result Stonepound Crossroads has been officially designated an Air Quality Management Area. The London Road has been upgraded by MSDC Highways Department as a red level of danger. With the Saxon Mills and the development on the golf course and building houses on FOF would considerably increase traffic on the London Road and therefore have even further adverse effect on the poor air quality.

<b>795</b>	<b>Mr B Heath</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/795/1		<b>Type:</b>		Object

These fields should be allocated as a local green space, which at the time was democratically decided on as part of the Neighbourhood Plan. This plan has been held by MSDC since June 2016 and to ignore the Neighbourhood Plan is against the intentions of the Localisation Act 2012. Mid Sussex District Council’s Plan 2014-203. Hassocks’ housing requirements have already been exceeded; 800 are to be built in the next few years. These include the golf course and Saxon Mills both on the London Road, which have already been approved, and also 500 new homes north of Clayton Mill just across the railway track. Building on FOF will add more than 1,000 new home to Hassocks without providing any additional roads. Our basic infrastructure, schools, health service etc. are already under strain. It would seem that MDSC would like to now designate these fields for building against the wishes of the Hassocks Parish Council and local residents. The residents of Hassocks were asked for a neighbourhood plan in order to give opinions on the future of building and development of Hassocks and which is now being totally ignored by a few people who probably have no connection with Hassocks apart from sitting on Mid Sussex council and I presume a large piece of rate payers money was used for this purpose.

The Herring Stream regularly bursts its banks when we have heavy rain which floods FOF and the land facing Shepherds Walk which is all on poorly draining clay soil, and also with global warming this is occurring more often. This is a large natural stream that Sussex Wildlife Trust has described flowing from ‘one of the best calk stream in Sussex. The last time the river flooded it covered in the region of half of the field adjoining FRIARS OAK FIELDS of which there are numerous photographs.

These fields are a haven for wildlife and have been accessible to the public and local residents for decades. The fields are wild and untouched, it is not unusual to see deer coming through the stile onto Shepherds Walk. It seems almost wicked to destroy this habitat.

ongestion on the London Road is at capacity as this is the only road into Brighton, Hassocks and Hurstpierpoint. According to a 2014 District Council report this is the only place in Mid Sussex that fails to meet international standards of air quality. As a result Stonepound crossroads has been officially designated an Air Quality Management Area. The London Road has been upgraded by MSDC Highways Department as a red level of danger. With the Saxon Mills and the development on the golf course and building houses on FOF would considerably increase traffic on the London Road and therefore have even further adverse effect on the poor air quality.

1017	Mr B Heath	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1017/1	Type:	Object
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These fields should be allocated as a local green space, which at the time was democratically decided on as part of the Neighbourhood Plan. This plan has been held by MSDC since June 2016 and to ignore the Neighbourhood Plan is against the intentions of the Localisation Act 2012. Mid Sussex District Council's Plan 2014-203. Hassocks' housing requirements have already been exceeded; 800 are to be built in the next few years. These include the golf course and Saxon Mills both on the London Road, which have already been approved, and also 500 new homes north of Clayton Mill just across the railway track. Building on FOF will add more than 1,000 new home to Hassocks without providing any additional roads. Our basic infrastructure, schools, health service etc. are already under strain. It would seem that MDSC would like to now designate these fields for building against the wishes of the Hassocks Parish Council and local residents. The residents of Hassocks were asked for a neighbourhood plan in order to give opinions on the future of building and development of Hassocks and which is now being totally ignored by a few people who probably have no connection with Hassocks apart from sitting on Mid Sussex council and I presume a large piece of rate payers money was used for this purpose.

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7	Ms B Jackson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/7/1	Type:	Object
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I am writing to express my concern as Friars Oak Fields is a designated green space, meanwhile I thought this area had met it's minimum housing requirement?  
PLEASE reconsider and take Friars Oak Field off of the plan, as it was before.

146	Mr M Keen	Organisation:		Behalf Of:		Resident
Reference:	Reg18/146/1	Type:	Object			
<p>I believe this site should be removed from the Draft Site Allocations Development Plan Document.</p> <p>On a personal level, the area Friars Oak Fields (FoF) is much loved by myself and my family. We use it to walk dogs and my kids have, and youngest still does, play there. We have enjoyed sitings of owls, badgers, foxes, stoats, buzzards and much more wildlife over the years. It is in fact the last place on the East side of London Rd that is accessible to the public in Hassocks en route Burgess Hill.</p> <p>We know this area is being targeted because it is not part of the National Trust Park, unlike to the South of Hassocks, and the housing can be more intensive but this does not make developing this area appropriate, even more so now a large development has been approved directly opposite.</p> <p>When the local community voted on their preferred sites, FoF was one of the least popular sites, so this is clearly ignoring the wishes of the community, undermining Conservative Party Policy on localism and the Hassocks Neighbourhood Plan. Our own MP has visited FoF and wholeheartedly agreed that FoF is an unsuitable site, and again this was before the approval of the golf club development opposite.</p> <p>Please don't disregard issues around traffic, unless you live here, you can have no idea how bad it is. We have pretty much given up driving into our own village during the daytime hours.</p>						

139	Mrs H Lloyd	Organisation:		Behalf Of:		Resident
Reference:	Reg18/139/1	Type:	Object			
<p>I wish to object to site 221( Friars oak fields)being listed in the draft site allocation development plan document.</p> <p>It should be removed immediately as it is designated as local green space in the Neighbourhood plan. Hassocks has plenty of housing being built already and this area should remain green.</p>						

820	Mr M Macve	Organisation:		Behalf Of:		Resident
Reference:	Reg18/820/1	Type:	Object			
<p>We are writing to ask that the Land North of Shepherds Walk, Hassocks - Site Reference SA24 (Friars Oak Fields) be removed from the MSDC Draft Site Allocations Development Plan Document.</p> <p>We wish to point out that the Friars Oak Fields are a green space that is loved and highly valued by the local community. If Mid Sussex District Council add Friars Oak Fields to the Site Allocations Development Plan Document, this will be ignoring the clearly stated wishes of local residents whilst undermining localism and the Hassocks Neighbourhood Plan.</p>						

503	Mr T Mason	Organisation:		Behalf Of:		Resident
Reference:	Reg18/503/1	Type:	Object			
<p>I express my objections to Friars Oak Fields being in the District Council development plan. I grew up in Hassocks, not too far away in stonepound Road. I always walk the dogs over these fields and consider it a very important area to be able to walk in in and enjoy nature. This area has been built on far too much and of course the infrastructure isn't there for the village to be able to cope with this.</p>						



132	Mrs S McGuire	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/132/1	Type:	Object
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I feel that Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") should be removed from the MSDC Draft Site Allocations Development Plan Document.

Friars Oak Fields are a green space that is loved and highly valued by the local community and forms part of the strategic gap between hassocks and burgess hill which is slowly being eroded. Adding this area to the Site Allocations Development Plan is ignoring the clearly stated wishes of local residents as expressed in the Hassocks Neighbourhood Plan.

1011	Mr G Moore	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1011/1	Type:	Object
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I wish to object to the inclusion of Friars Oak Fields (north of Shepherds Walk, Hassocks) as a future housing site because:

1. Mid Sussex District Council's planning committee rejected the site for housing in autumn 2018 because it conflicted with the policies in the MSDC District Plan for 2014-2031. What on earth is the expensive District Plan for, if it can be ignored by developers? All the reasons why the planning application was refused then are still valid.
2. The housing need for the district has been met, especially since the imposition of a 500-home 'strategic site' in Hassocks. The DP explicitly says that Hassocks will not be required to take more housing. Hassocks does not have the infrastructure to cope with yet another application.
3. The proposal conflicts with the Hassocks Neighbourhood Plan, which was first submitted in June 2016, designating Friars Oak Fields as Local Green Space. The latest NP was accepted by MSDC under regulation 15. The site has long been opposed by Hassocks' councillors, and by the local MP.
4. Two other major estates are going ahead nearby in Hassocks on London Rd: the golf course opposite the proposed entrance to the new site, and Ham Fields. Also, 3,500 homes are being built a short way up the road in Burgess Hill - the effect on Stonepound traffic congestion and air pollution will be very severe indeed. There will still only be one road across the railway that divides the village.
5. MSDC has been provided with folders full of public responses indicating that the fields are a much-loved source of Local Green Space. The fields were voted by residents as their first choice for LGS as part of the democratic Neighbourhood Plan process.
6. The site is unsuitable for a housing estate as it is a flood plain and floods during wet winters; there are also concerns that flood mitigation at the new site will effectively dam the Herring Stream, making flooding in existing housing more likely.

193	Mr J Newton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/193/1	Type:	Object
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This site has already been illegally damaged by the developers. To permit development of housing here would be tacit approval of that behaviour (aimed to damage the environment so it is not worth protecting). The developers should be prosecuted and made to make good the damage.

This land is not allocated for housing in the Adopted District Plan, and, given that plan's allocation of housing "North of Clayton Mills", contradicts the plan's objective of "preventing coalescence".

The land's eastern boundary is contiguous to the South Downs National Park, so a buffer zone of meadows (which include a narrow field of "unimproved grassland", see attached image) will be lost.

**935** **Mr N Owens** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I object to the site SA24 being proposed for housing. Hassocks has already had too much housing allocation, far outweighing other villages in MSDC of similar size, and I consider that additional houses should go elsewhere than Hassocks.

I also object most strongly to MSDC allowing the building of houses that will require retrofit once they are built to meet zero carbon standards - what is the point? Why not build houses that are zero carbon from day one and save residents and government bodies a lot of money.

**798** **Mr J Raftery** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I understand MSDC wishes to allocate the above as a housing site meaning it would be part of the District Plan

I wish to register my objection on the basis that our Hassocks Neighbourhood Plan process democratically decided the site should be allocated as Local Green Space and I would ask that this please be respected

**33** **Mr D Rea** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am asking for Friars Oak Fields to be removed from the MSDC Draft Site Allocations Development Plan Document.

The residents of Hassocks have participated diligently in the development of our neighbourhood plan.

The plan does not include the Friars Oak Fields as a development site.

It is designated as a green site. It is a community asset.

I do not understand why MSDC consistently ignores the wishes of Hassocks Residents in regard to this matter.

I object strongly to the inclusion of this site in your Draft Site Allocations Development Plan Document.

**27** **Mrs M Rea** **Organisation:**  **Behalf Of:**

**Reference:**  **Type:**

I am asking that Friars Oak Fields (Land North of Shepherds Walk, Hassocks - Site Reference SA24) be removed from the MSDC Draft Site Allocations Development Plan Document.

If Friars Oak Fields is added to the Site Allocations Development Plan Document, you are ignoring the very clearly stated wishes of local residents. This undermines the local democratic process, where many, many residents took part, and also the Hassocks Neighbourhood Plan. Friars Oak Fields is a green space which is highly valued by the local community and, also, any development there is unnecessary as Hassocks is already above its required quota. This should not be in the District Plan.

958	Mrs BT Redman	Organisation:		Behalf Of:		Resident
Reference:	Reg18/958/1	Type:	Object			

There are clear factors which should not allow this development to be granted. They have already been expressed on numerous occasions by residents of Hassocks and the Parish Council. This is an area that has been quite categorically requested as Green Space by residents of Hassocks and the Parish Council.

Rydon Homes have made several attempts to get their application through, and the way in which it was handled this summer has had a serious impact on the trust between Hassocks residents and MSDC. Hassocks has already exceeded its commitments regarding housing quotas. Between the Saxon Mills development, the golf club site and the 500 houses north of Clayton Mills, this is over 800 houses, and around a 30% increase in the size of Hassocks. With no imminent investment in infrastructure such as schooling and health clinics, not mention an already busy train service, there is absolutely no need to further burden what is technically a village.

Two years ago, despite being in the catchment area and only 880 metres from Hassocks Infants school, our daughter was 97th on the list for an annual intake of 90. Eventually she got in, via a waiting list. At the time we were given Manor Fields in Wivelsfield. Under such circumstances, no child from the new development stands a chance of getting into the local schools.

Flooding is also a real concern and risk. London Road is often flooded in the winter, and the stream can easily burst its banks. I have standing water at the bottom of our garden throughout the winter as there is clearly nowhere for the water to drain away. Residents have struggled or failed to get house insurance which includes flood damage. Rydon’s plans for flood compensation areas appear to be dangerously close to the boundaries of several existing homes. This development could significantly increase the risk of flooding from land that is clearly saturated for prolonged periods of the year.

I also find it difficult to understand how the Saxon Mills and golf club developments have not already stopped this development. They are bigger developments on the same road, and there will surely be an impact on the air quality and traffic volume surrounding Stonepound crossroads. It would also have a similar impact on the erosion of the strategic gap between Burgess Hill and Hassocks.

Finally, from our house I can assure you that we see these fields constantly being used by young and old alike, all year round. This is obviously an area of land which has a clear use and purpose for local people. It is an area of habitat for wildlife also, such as heron, deer plus bats in the evening time.

Please consider this letter as my objection to this site.

956	Mr A Redman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/956/1	Type:	Object
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Finally, from our house I can assure you that we see these fields constantly being used by young and old alike, all year round. This is obviously an area of land which has a clear use and purpose for local people. It is an area of habitat for wildlife also, such as heron, deer plus bats in the evening time.

Please consider this letter as my objection to this site.

10	Ms S Saunders	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/10/1	Type:	Object
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Please stop this firm being built on we have more then another of house in hassocks the road are block every day to stonepound crossroads back past the friars oak pub you are stopping the wild life living in these field the deer owls wild birds nesting in the hedge rows and the crossing to the railway line you must be mad to think about building on this land. It is always floods there I will feel sorry for the people who live there and we're are you making the entire to theses hones and how many you say now you will add more on as time goes on one please think what you are trying to do on what the whole of the village feel stop being greedy from Mrs Sharon Saunders Sent from my iPhone

824	Ms K Sexton	Organisation:		Behalf Of:		Resident
Reference:	Reg18/824/1	Type:	Object			

Friars Oak Fields should not be an allocated site in the Site Allocations Development Plan Document. I believe that this is a blatant attempt by MSDC to develop these fields going against the wishes of our MP, our county councillor, local district councillors, Hassocks Parish Council and the whole community of Hassocks, for whom this was the number one choice for Local Green Space on our Neighbourhood Plan. This proposed allocation is also in conflict with the District Plan and goes against best practise and published expert guidelines.

The original SHLAA documents (circa2008) considered this area of Hassocks to be unsuitable for building due to the flood risks. When developers showed an interest these physical restraints were no longer found to be a problem even though this land is affected by a flood plain.

On Friday, 15th November 2019, the BBC reported on the Greenpeace investigation into building on flood risk areas(full transcript below).It also quoted the environment agency and NPPF - both of whom made clear development in areas at risk of flooding should be avoided.The area north of Shepherds Walk Hassocks known as Friars Oak Fields has the same rating as Fishlake - the village in Yorkshire that has been devastated by flooding this week. This area in Hassocks should not be included as it goes against the advice of the NPPF which advocates avoiding areas at risk of flooding.

Well planned developments that enhance our village are to be welcomed, however, Hassocks Neighbourhood Plan, a document that included considered sustainable development for the future, has been ignored.

Sadly, one has to conclude that unless or until there is independent scrutiny of MSDC the wanton destruction of areas in Mid-Sussex by speculative development will continue to the detriment of the health and well-being of present and future residents.

472	Mr S Sexton	Organisation:		Behalf Of:		Resident
Reference:	Reg18/472/1	Type:	Object			

I note that Friars Oak Fields is added to your draft Site Allocations Development Plan Document.

I believe this to be inappropriate and driven by developer pressure. This was discussed at the recent appeal related to this site and as this site was not in the district plan the developer representative was pressuring for its inclusion in the development plan for 2031.

Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") should be removed from the MSDC Draft Site Allocations Development Plan Document.

The Hassocks Local Neighbourhood plan specifically requests that Friars Oak Fields are left as a green space that is loved and highly valued by the local community. if MSDC insists on keeping Friars Oak Fields on the Site Allocations Development Plan Document, they will be ignoring the clearly stated wishes of local residents whilst undermining localism, the adopted district plan and the Hassocks Neighbourhood Plan.

The latest figures available seen during the recent site appeal show that housing numbers for our area are in excess of the 2031 target and there is also documentary evidence to show that Hassocks has more than covered the local housing requirement. MSDC seems to be particularly overloading Hassocks with new development and the character of the village is very much under threat and becoming a BurgessHill over-spill. Recent planning decisions on this site have gone to appeal (I have attended all sessions) and the developer's representative incorrectly stated that local residents wanted this area for a recreational green space. This is not so. Currently this area is very water logged as it is a flood plain and considered unfit for residential development for many years in past times. The locals would like it to remain as it is for the wild life, flora and fauna that is greatly appreciated by all who use the footpath to pass through the fields.

I also object to any rerouting of the public footpath at this particular time as there is absolutely no justification for doing so. I believe that this is contrary to the MSDC conditions that it has applied to the developer.

This easily accessible open green space for local residents on the west of the village is significant in local quality of life and provides a strategic gap prior to the ever-increasing planning disgrace that BurgessHill has become.

957	Mr G Smitherman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/957/1	Type:	Object
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I am objecting to the decision to allocate land east of the Friars Oak pub in Hassocks for housing. Mid Sussex District Council has passed Rydon Homes' third application despite the fact the applications were opposed by Hassocks Parish Council, the county council, and local residents, and despite the fact it contravenes both the democratically decided Neighbourhood Plan and MSDC's own District Plan.

The Neighbourhood Plan called for the land to be made Local Green Space – a use to which it is has been put for years – but MSDC appears to have overridden local people and their representatives as it looked for an easy way to fill its housing quota. Yet Hassocks has already provided more than its required share of land for housing in Mid Sussex – especially with the allocation of land just across the railway line for a vast 500-house estate. The northern and western sides of the village are set to become a wide ribbon of development, cutting it off from the countryside and closing the gaps with Hurstpierpoint and Burgess Hill.

This is not 'planning', this is simply abandoning a village to developers, threatening the character of the place and condemning its villagers to traffic-choked roads, overcrowded schools and years of building.

508	Mrs S Tankard	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/508/1	Type:	Object
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I am writing to oppose the housing development in the Friars Oak Fields North of Shepherds Walk.

If this site is built on the MDSC will be undermining the Hassocks Neighbourhood Plan and ignore the clearly stated wishes of the local residents.

These fields are a green space that are highly valued by locals with lots of wildlife and more housing would cause more light pollution and ruin the calm and peaceful setting. Also these fileds are a recognised flood area of poor draining soil, the London Road already floods during heavy rain and the River Herring bursts it's banks flooding gardens and washing away the River bank. With the houses being built at Saxon Mills and on the golf course, the traffic is going to get worse along with the air pollution (Stonepounds cross roads is already recognised as having some of the highest air pollution in West Sussex).

505	Mrs C Tankard	Organisation:		Behalf Of:		Resident
Reference:	Reg18/505/1	Type:	Object			

I am writing to ask for Friars Oak Fields (Land North of Shepherds Walk, Hassocks - Site Reference SA24, to be removed from the Mid Sussex District Council's Draft Site Allocations Development Plan Document

These fields are green space that is highly valued by the community, a quiet calm area used by locals to walk dogs, with lots of wildlife such as bats, foxes, kingfishers, grey wagtails, woodpeckers and badgers and more house would cause more light pollution and ruin the calm, quiet and peaceful setting. They are also a recognised flood area on poor draining soil which always floods during heavy rain causing the London Road to flood, and the River Herring also regularly bursts its banks flooding the gardens of local residents and washing away the river banks.

The London road is already classed at red level danger by MSDC Highways Dept and extra traffic will only cause more traffic, more congestion and more pollution (Stone Pound cross roads is already recognised as having some of the highest air pollution in a West Sussex) and I am concerned about the access as there are already 3 junctions in very close proximity as well as the entrance to the pub. Also building on this land will also considerably reduce the gap between Hassocks and Burgess Hill that is in place in order to conserve the rural setting and protect the country side.

I would also like to point out that if MSDC add Friars Oak Fields to the Site Allocations Development Plan Document, they will be ignoring the clearly stated wishes of local residents whilst undermining localism and the Hassocks Neighbourhood Plan.



444	Ms F Tanous	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/444/1	Type:	Object
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I write to ask that Friars Oak Fields (known in the plan as "Land North of Shepherds Walk, Hassocks - Site Reference SA24") be removed from the MSDC Draft Site Allocations Development Plan Document on the following grounds :

1. The MSDC District Plan was adopted in March 2018 and meets the 5-year housing land supply, therefore an additional 130 dwellings are not required.
  - 1.1 The MSDC District Plan did not include building on Friars Oak Fields and, for this reason, on 29 November 2018 MSDC councillors rejected the 2nd Friars Oak Fields planning application.
2. Local Green Space : the Hassocks Neighbourhood Plan (HNP) identified Friars Oak Fields as Local Green Space. These fields are highly valued, loved and well-used by the local community and visitors, offering tranquility and clean air in which to walk, bird watch and relax, thus enhancing wellbeing.
  - 2.2 Localism and Hassocks Neighbourhood Plan : as in (2) above, the potential loss of Local Green Space would contradict (a) residents' wishes in the HNP and (b) undermine the Localism Act.
3. Adverse environmental effects : Building on Friars Oak Fields would destroy (1) irreplaceable habitats for wildlife, causing distress to birds and small animals, and (2) the flora and fauna of the fields with construction works. The Herring Stream, one of the UK's best chalk streams, providing water for wildlife, would be adversely affected by construction works and run-off from vehicles and become contaminated.  
See State of Nature reports, Wildlife Trusts, 2013, 2016 & 2019, showing severe decline in wildlife.
4. Traffic increase :1) If building on Friars Oak Fields, there would be unacceptable levels of traffic, adding to 133 houses at Saxon Mills development (west of London Road) and proposed development of 165 houses at Hassocks Golf Club, and would cause further disruption on accessing and exiting the Shepherds Walk area. (2) Increasing levels of private vehicles on development at Friars Oak Fields would undermine the vital bus services along London Road.
5. Air Pollution : 1) 40,000 premature deaths annually are caused mainly by toxic vehicle fumes. Recent research shows one in three children 'breathing toxic plastic' from car tyres (Dispatches TV programme, June 2019).  
2) Extra vehicles at Friars Oak Fields could lead to more local children being affected by respiratory ailments, including asthma.  
3) Stonepound Crossroads is an Air Quality Management Area with serious levels of air pollution. Increasing more traffic along London Road from this proposed development is contrary to the government's Clean Air Strategy and efforts in its Cycling and Walking Strategy to implement healthier modes of transport, by using public transport, cycling and walking.
6. Climate Emergency : Urgent action must be taken to reduce climate's adverse effects, eg flooding, to which Hassocks is prone, and the Herring Stream is a designated flood zone. Building 130 houses with concrete and roadways will produce CO2 emissions contributing to climate change. Alternatively, maintaining the green verdure, hedges and trees in Friars Oak Fields will absorb carbon emissions.

In view of the above reasons, I trust that MSDC will be minded to remove Land North of Shepherds Walk, Hassocks - Site Reference SA24 from MSDC Draft Site Allocations Development Plan Document.

928	Ms C Tindall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/928/1	Type:	Object
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I am writing to make my profound objection to the suggested allocation of Friars Oak Fields: Land north of Shepherds Walk Hassocks Site Ref SA24 to the Site Allocations DPD. This site has been democratically voted, under the Localism Act, as part of Hassocks Neighbourhood plan, as the most popular site for Local Green Space in Hassocks and the least popular site for development. The formation of Hassocks Neighbourhood Plan was expensive, took up hours of Hassock's community's time and stirred tensions within the village that had previously not existed. To now ignore Hassocks Neighbourhood Plan is cynical and makes a mockery of Localism and the planning process.

Friars Oak Fields are on a flood plain. As the climate begins to change, so the risk of flooding, as seen in recent events across the country, increases. Building on Friars Oak Fields would be reckless and liable to endanger future homes and their families from flooding. Don't build on a flood plain.

Friars Oak Fields have not been allocated as a site for development in MSDC's recently adopted District Plan, so to add them will be to contravene the District Plan.

The decision to give permission to build on Friars Oak Fields was opposed by Hassocks Parish Council, its district and county councillors, and local residents yet they have been ignored.

Lets be clear, Friars Oak Fields should not be built on and should be allocated as a Local Green space.

125	Mr L Traboulsi	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/125/1	Type:	Object
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I am objecting on the following basis:

1. Friars Oak Fields are a green space for the local community
2. Additional traffic congestion
3. Additional strain on local public services
4. Ignores the clearly stated wishes of local residents whilst undermining localism and the Hassocks Neighbourhood Plan.

886	Mrs S Turville	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/886/1	Type:	Object
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Site sa24 land north of Shepherds Walk. This site known as friars oak fields should not be put into the district plan. It is in our neighbourhood plan to keep as a much loved area for walking dogs/children. Already two large housing developments are being built along an extremely busy London road and our green spaces are disappearing fast. Hassocks has already more than met its housing requirements up to 2031 and hassocks residents have fought for years to keep this valuable green space. In the spring and summer months these fields are full of birds and insects which are much needed. So for the above reasons I strongly object to this being a site allocation

31	Mrs S Turville	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/31/1	Type:	Object
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I am writing to say that the above should be removed from msdc draft site allocations plan. It is a much wanted and needed green space for local residents and also in our neighbourhood plan. We have already got two large developments getting built along London road. This is already and extremely busy road that also affects stonepound and priory road. Both are used as a rat run and traffic is continuous especially in rush hour and speed is quite often dangerous. Hassocks has already identified sufficient commitments to meet the housing requirement for the full plan period. Countryside is needed, not only for our wildlife to survive but for the mental wellbeing of alot of people. So please remove site reference SA24 from the plan

8	Mr J Vousden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/8/1	Type:	Object
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I have just be made aware of a revised plan for the proposed development of Friars Oak Fields and its inclusion in the MSDC Site Allocations Development Plan Document.

I ask that the fields be removed from the plan for the following reasons:

I am alarmed to read that there is a new proposal for the building of more homes in Hassocks despite a new estate being built north of Clayton Mills and the North Arc close-by.

As the resident of 1 The Bourne (BN68EF) I am aware of the flooding that already exists in the area - I have lived here for over thirty years and am a regular user of the fields.

I am concerned as there is going to be even more flooding if developers interfere with the natural flow of the stream (regardless of what they might say). This will have a knock on effect not only for the mental welfare of residents but also for the potential for hidden cost regarding buildings insurance etc.

We have already lost Hassocks Golf Club and are due to have many new homes in that area.

Also, with the new developments I am concerned that there will be considerable extra stress on our local schools and the Health Centre and its facilities.

I would like the fields to remain the green space enjoyed by locals, visitors and wildlife and not just another estate that makes us an extension of Burgess Hill.

1379	Mrs C Webbon	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1379/1	Type:	Object
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I am sorry to hear that the fields behind the Friars Oak pub have been approved to be built on by Rydon Homes, and I would like to let you know that I disagree that the fields should be formally allocated as a housing site. As per the Neighbourhood Plan, I strongly feel that they should be allocated as Local Green Space. I would like you to take the views of us local residents into account, as I feel that the number of new houses being built in Hassocks at the moment and in the next few years are in opposition of the Neighbourhood Plan.

<b>819</b>	<b>Ms V Weston Green</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 95%;" type="text" value="Reg18/819/1"/>		<b>Type:</b> <input style="width: 95%;" type="text" value="Object"/>		

Before the Public Meeting took place regarding this application, it was already known and had been announced, that the Planning Application by Rydon Homes to develop the land at Friars Oak Fields was going to be approved by the Planning Committee. This fact was reflected in the so called Public Meeting which I attended. It was a complete waste of two hours as it was obvious from the outset of the proceedings that the decision had been made in favour of the applicant. The Planning Committee were just going through the motions and gave little or no consideration to any opposition. How can that be and what is the point of holding such a Public Meeting when a decision has already been made?

The application was met with widespread disapproval in the local community who overwhelmingly indicated their opinion that this land should be set aside as a local green space and the Hassocks Neighbourhood Plan specifically shows this area as such. The application to build on this land had also met with disapproval from the Member of Parliament and the Housing Minister who previously called in the application. The fact that so many applications were submitted by this questionable developer, determined by any means to gain approval, clearly illustrates that the District Council have capitulated under pressure and with the possible threat of costly legal action by Rydon Homes team of lawyers. Clearly MSDC cares nothing for the democratic process and the will of the local population but favours the greedy developer.

Hassocks has far exceeded its housing requirement and this additional development puts added pressure on local amenities that are already overburdened. With all the building activity that is going on, it seems no substantive provision has been made for an increase in schooling, medical services etc. which will impact heavily on the local residents. Coupled with an obvious increase in motor vehicles on the road, adding to the already poor air quality that is exacerbated by the heavy build up and slow movement of traffic along the London Road at the usual busy times, I cannot understand how or why MSDC approved this application to develop yet more houses on this green field site.

In this era where the environmental impact of more and more building on green belt land whilst ignoring the large areas of brown field sites that are crying out for improvement and development is of huge concern it also suggests a rather corrupt system that allows such easy development. Communities need to be doing so much more to protect our green spaces and to further enhance them with a programme of tree planting and other positive environmental actions. We look to our local and district councils for leadership in these matters and not simply give in to the demands of rich developers who look for the easy option of digging over our important green areas.

This particular area is the site of an important and rare chalk stream. The fact that this area is a known flood zone and with other areas in the country already suffering from flood damage and the government and local authorities being blamed for not doing enough to protect areas prone to flooding makes the development of these fields even more surprising and exasperating.

I, and so many others in the local area, now look to you to overturn this planning application and retain Friars Oak Fields as a green space that the area so richly deserves.

<b>476</b>	<b>Mrs D Woods</b>	<b>Organisation:</b> <input style="width: 95%;" type="text"/>	<b>Behalf Of:</b> <input style="width: 95%;" type="text"/>	<b>Resident</b>
<b>Reference:</b> <input style="width: 95%;" type="text" value="Reg18/476/1"/>		<b>Type:</b> <input style="width: 95%;" type="text" value="Object"/>		

I write to object to Friars Oak Fields being included in any future housing allocation site.

This site was chosen by the people of Hassocks to be left as a Green Open Space in our Neighbourhood Plan. We were asked as residents where we thought future housing should be best placed and we have now done so. In a democratic society, this Plan should be respected as what is the point of it? What is the point of making this legal document only for Mid Sussex to override it? The Neighbourhood Plan costs the tax payer money in producing it and should be respected. Hassocks has had more than its fair share of new housing and there are two more site allocations under way already. We have now met our housing needs until 2031.

We are supposed to live in a democratic society yet our voices go unheard and ignored. How is this democratic?

29	Mrs D Woods	Organisation:		Behalf Of:		Resident
Reference:	Reg18/29/1	Type:	Object			

I write with reference to the above site being added by Mid Sussex District Council for future housing. I am requesting that Friars Oak Fields, land North of Shepherds Walk, Hassocks, Site Ref SA24 be removed from MSDC Draft Site Allocations Development Plan Document with immediate effect.

I am objecting to this addition on the grounds that this site has already been allocated as open space in the Hassocks Neighbourhood Plan. It was specifically chosen by the residents to be left as a natural open space to be enjoyed by everyone and hosts a wide variety of wildlife and a chalk stream. What is the point of the Neighbourhood Plan put together by the local residents of Hassocks only to be ignored and undermined by MSDC? Hassocks has taken more than its fair share of new housing with two sites recently allocated. It is very undemocratic of MSDC to override localism and the Hassocks Neighbourhood Plan and ignore the wishes of the local residents who pay their council tax to represent them.

I therefore hope that Friars Oak Fields, Land North of Shepherds Walk, Hassocks Site Ref SA24 be removed from MSDC's Draft Site Allocations Development Plan Document.

<b>Site/Policy: SA25 – Selsfield Road, Ardingly</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 120	<b>Support:</b> 2	<b>Object:</b> 111	<b>Neutral:</b> 7
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>NPPF tests related to major development in the Areas of Outstanding Natural Beauty apply and need to be met before the allocation can be taken forward. Landscape and Visual Impact Assessment (LVIA) needs to inform if the allocation is taken forward (CPRE &amp; High Weald AONB Unit).</li> <li>Evidence is not provided to identify appropriate assessment of the heritage assets has been undertaken on protection of the setting of the asset or assessing archaeology (Historic England).</li> <li>Appropriate mitigation will be necessary to protect the Ashdown Forest. LVIA should be undertaken and include impacts on historic setting. (Natural England).</li> <li>Existing sewerage infrastructure has limited capacity to deal with this development, although this is not a constraint. Wastewater network improvements required, which will be an infrastructure charge to developers (Southern Water)</li> <li>Site is adjacent to a football/cricket pitch, possibility housing could suffer from 'ball strike' – ball strike survey would need to be carried out (Sport England)</li> <li>Development is too large for the village, will increase the size of the village by 13%. This level of development is not required (re DP6). Within an Area of Outstanding Natural Beauty (AONB). Ardingly lacks services, site is not sustainable (environmentally or otherwise). Traffic and access issues within the village. Policy wording changes suggested. Location of a replacement scout hut requires consideration. (Ardingly Parish Council)</li> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>Support the sale to support the showground, however, disagree with the site yield as it is too high</li> <li>Scale of the site is too large for the village</li> <li>Public transport in the village is not sufficient</li> <li>Primary school is not large enough to support this development</li> <li>Health services are too distant</li> <li>Proximity to listed buildings and conservation area adjacent</li> <li>Traffic issues within the village</li> <li>Loss of Showground Car Park which may have implications in the village during large-scale events</li> <li>Support this site over the other two sites considered within the Parish</li> <li>Would conflict with the aims and objectives of the Neighbourhood Plan</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF and liaising with promoters to secure further evidence including submission of a LVIA.</li> </ul>			

- Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.
- Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)
- Site promoter will be required to carry out a Heritage assessment and engage in pre-application discussion with Historic England and undertake any work necessary.
- Site promoter will be required to assess potential for 'Ball strike' and take necessary actions in consultation with Sport England.
- Update policy wording to incorporate Natural England advice.
- Site Selection Paper 3: Housing and the Sustainability Appraisal contain the justification for selecting and rejecting individual sites and site options. The decision to publish the Sites DPD for consultation was made by Council which consists of Members from across the district.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/9	Type: Object		

Policy SA25 Land south of Southway, Burgess Hill

This site is allocated as a Local Green Space in the adopted Burgess Hill NP. Para. 101 of the NPPF states that Policies for managing development within a Local Green Space should be consistent with those for Green Belts. Therefore exceptional circumstances should exist to justify the allocation of this site and the Council should have tested all other reasonable alternatives for meeting its identified need before releasing this site. The SA does not assess the loss of LGS when determining the sustainability of the site.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/10	Type: Object		

Policy SA25 Land south of Southway, Burgess Hill

This site is allocated as a Local Green Space in the adopted Burgess Hill NP. Para. 101 of the NPPF states that Policies for managing development within a Local Green Space should be consistent with those for Green Belts. Therefore exceptional circumstances should exist to justify the allocation of this site and the Council should have tested all other reasonable alternatives for meeting its identified need before releasing this site. The SA does not assess the loss of LGS when determining the sustainability of the site.

The SA has not assessed the impact of the loss of the school in a town centre sustainable location and its relocation to the edge of town location, next to St Pauls Catholic College. The site is currently in close proximity to its pupils within the catchment and therefore within walking distance to the school. The SA should assess the loss of this facility on the basis that the catchment areas for existing primary schools within the town will change, resulting in increased home to school travel distances, with the consequence of increased car and bus movements.

Furthermore the site forms part of the South of England Show Ground and offers cultural and recreational facilities, the loss of which has not been assessed in the SA. This allocation should be fully assessed against the District Plan Policy.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/19	Type: Object		

Ardingly is environmentally constrained due to its location wholly within the AONB. The remaining residual requirement for the settlement is 22 dwellings. In reaching the overall requirement in the Local Plan DPD, the Council, in its Sustainability Appraisal that accompanied the DPD, has had regard to the advice in the NPPF. The Council has examined the evidence to identify the point at which the adverse impacts would significantly and demonstrably outweigh the benefits, particularly when considering numbers to settlements constrained due to the AONB, which indicated that development in these locations should be restricted. In the accompanying Settlement Sustainability Review, May 2015, the Council concluded that future development in Ardingly should therefore be primarily to meet local needs. However, the SADPD proposes a site for 100 units, which is a major allocation in the AONB. A balance needs to be struck to ensure the positive benefits, (social/economic) of allocating a major site within the AONB are not markedly outweighed by the negative impacts (particularly environmental), great weight should be afforded to protect the AONB and the scale and extent of development within these designated areas should be limited, Para 172 NPPF.



788	Mr G Wilson	Organisation: Savills	Behalf Of: Charterhouse Strategic Land	Promoter
Reference:	Reg18/788/1	Type: Support		
<p>The development of the site will allow for the managed growth of Ardingly, and would allow a level of population increase that can be readily accommodated. Such a level of growth would provide further support for existing local services and would result in a greater level of economic expenditure in the village. It would provide further pupils to the local school and provide further justification for the schools expansion, and would also provide a financial contribution through S106 contributions which would contribute to the ongoing operation and appropriate upgrade of the local recreational facilities.</p> <p>The proposals have been informed through input from transport specialists, a Built Heritage Assessment, and the Ardingly Landscape Character Assessment (2012) produced for Ardingly Parish Council. This has allowed for the formulation of a scheme that can respond to the sensitive nature of the site and surroundings, whilst delivering a residential development that is in keeping with the existing settlement of Ardingly.</p> <p>The allocation of site SA25 will deliver a new development that will seamlessly integrate with the existing village due to its location, and will allow the continued viability and character of Ardingly village to remain. The proposed development of the site as outlined in Policy is supported, however minor changes to the policy wording are sought. Primarily this is to ensure that the site is brought forward delivering an identified community benefit, and to ensure that sufficient flexibility is given at the western edge of the site so as to ensure that a natural tapering of development as it approaches the conservation area can be achieved.</p> <p>Minor changes in the policy text are sought, so that it can be ensured that the site is brought forward delivering an identified community benefit, and to ensure that sufficient flexibility is given at the western edge of the site so as to ensure that a natural tapering of development as it approaches the conservation area and does not result in a hard boundary being formed that would not be in keeping with Ardingly village. Further engagement with MSDC policy officers on the emerging masterplan for the site will follow the submission of these representations.</p>				

788	Mr G Wilson	Organisation: Savills	Behalf Of: Charterhouse Strategic Land	Promoter
Reference:	Reg18/788/2	Type: Object		
<p>Policy SA25 raises a number of design elements that the proposals should look to include. The majority of these are agreed with, however, there is one aspect that we wish to seek amendment on. It is stated that the western triangular portion of the site shall remain as undeveloped open space in order to protect the rural setting of nearby heritage assets. Whilst the principle of this wording is appreciated, in actuality the sudden cessation of development and the creation of an abrupt edge to the development site results in a harsh boundary being drawn which would not sit right in the context of the village. Whilst it is fully understood that the setting of heritage assets should be protected, it would be more appropriate to allow organic integration into the western end of the site. Therefore MSDC are urged to resist being overly prescriptive and avoid setting out hard lines and demarcation of areas where no development should occur. An illustrative masterplan is being prepared which demonstrates how through utilising aspects of design such as ensuring car-free frontage onto the conservation area, along with appropriate buffering and open space, a suitable site layout can be reached that does not impact the Conservation Area without the need for such a firm demarcation through policy as to where development can and cannot occur. Furthermore the previously submitted Built Heritage Assessment provides a thorough review of the interaction of this end of the site with the western conservation area.</p>				

<b>788</b>	<b>Mr G Wilson</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Charterhouse Strategic Land	<b>Promoter</b>
<b>Reference:</b>	Reg18/788/5	<b>Type:</b>	Object	

Policy SA25 is the Individual Housing Allocation Policy for Land West of Selsfield Road, Ardingly. The policy is largely supported, however there are aspects to the policy over which amendments are sought.

The policy seeks the delivery of Land West of Selsfield Road, Ardingly for approximately 100 dwellings, with “on site public open space, equipped children’s playspace and scout hut and parking”. As indicated in the outlining of the proposals in Chapter 3, the site can and will be brought forward in accordance with the description of development set out in Policy SA25. However ongoing engagement with the Parish Council is underway with discussions concerning how best to bring community benefits forward with the site. Therefore whilst the description set out in the draft policy is broadly supported, changes to the wording are requested to allow greater flexibility as to what the on-site benefits ultimately comprise, for example, “...on site public open space and associated community infrastructure”. In addition our discussions with the Parish Council have noted that the existing children’s play area within the adjoining recreation ground would benefit from upgrading rather than having a new facility within the development site. As such it is requested that reference to the children’s playspace being specifically provided on site is removed from the policy.

<b>642</b>	<b>Ms C Tester</b>	<b>Organisation:</b> High Weald AONB Unit	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/642/3	<b>Type:</b>	Object	

Without prejudice to this consideration, the proposal for 100 homes at Selsfield Road, Ardingly is considered by the AONB Unit to be major development and therefore should not be taken forward into the submission document unless it is shown to have exceptional circumstances, is in the public interest and complies with the three tests in paragraph 172.

Object in the absence of:

- a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and
- b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/6	<b>Type:</b>	Object	

Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.

This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)

710	Ms J Coneybeer	Organisation:	Natural England	Behalf Of:		Statutory Consultee
Reference:	Reg18/710/12	Type:	Object			
We agree with the provision in SA25 for a project-level LVIA to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB. This should include impacts on the character of the historic settlement Ardingly.						

710	Ms J Coneybeer	Organisation:	Natural England	Behalf Of:		Statutory Consultee
Reference:	Reg18/710/13	Type:	Neutral			
Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.						

710	Ms J Coneybeer	Organisation:	Natural England	Behalf Of:		Statutory Consultee
Reference:	Reg18/710/11	Type:	Object			
Proposals for this allocation will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16						

620	Ms C Mayall	Organisation:	Southern Water	Behalf Of:		Statutory Consultee
Reference:	Reg18/620/7	Type:	Neutral			
Southern Water is the statutory wastewater undertaker for Ardingly. As such, we have undertaken a preliminary assessment of the capacity of our existing infrastructure and its ability to meet the forecast demand for this proposal. The assessment reveals that existing local sewerage infrastructure has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of new wastewater infrastructure.						
Proposals for 100 dwellings at this site will generate a need for reinforcement of the wastewater network in order to provide additional capacity. This reinforcement will be provided through the New Infrastructure charge to developers, and Southern Water will need to work with site promoters to understand the development program and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development to the sewer network at this site ahead of reinforcement could lead to an increased risk of flooding unless the requisite works are implemented in advance of occupation.						
Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 170(e) of the revised National Planning Policy Framework (NPPF) (2019).						
We note that reference has been made in the Utilities section of Policy SA25 to the need to reinforce the sewer network, however in consideration of the above, and to align with other policies in the Site Allocations DPD, we recommend the following criterion is also added:						
Occupation of development will be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider.						

<b>419</b>	<b>Mr B Sharples</b>	<b>Organisation:</b> Sport England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/419/2	<b>Type:</b> Object		

To the south of part of the site there is a cricket and football pitch. There is a possibility that the new housing could suffer from ball strike from the cricket. I am attaching the East Meon Judgment for your consideration.

It is my opinion that any planning application will be a statutory application for Sport England.

I would strongly recommend a ball strike survey is carried out and its recommendations, if any are part of the planning application.

NB Some ball strike recommendations are not acceptable in meeting planning policy or financially viable and therefore trying to condition a ball strike survey in the planing decision document may not be appropriate.

Also it will not be appropriate to site a children's play area within the ball strike area with out protection or a car park.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/59	<b>Type:</b> Neutral		

The site lies within the building stone (Cuckfield and Ardingly stone) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/36	<b>Type:</b> Neutral		

SA 25 Land west of Selsfield Road, Ardingly

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Bus stop RTI display provision on highway on Selsfield Rd
- Highway mitigation - junction impact at Selsfield Road/Vowels Lane
- Contribute towards improvements in cycling facilities between Ardingly and Haywards Heath

714	Mrs B Cox	Organisation:	Ardingly Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/714/2	Type:	Object			

Both the Site Allocations DPD and Ardingly’s Neighbourhood Plan (NP) stress the importance of retaining the rural nature of the village. Yet the proposed site is wholly within the AONB, and also directly borders the conservation area and the built-up boundary. The Mid Sussex Design Guide states, in para 2.5.25: ‘The relationship of dwellings to the landscape is important within village settlements with views to the open countryside and trees an important feature and densities generally reducing towards the settlement edge’. We submit that the proposed scale and density of development on the site SA25 goes against this guidance. We believe that however sympathetically the development is built it will suburbanise the rural nature of this part of the village.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/13	<b>Type:</b>	Object	

The proposal for Ardingly to take 100 dwellings at SA25 will have significant impact on the character of this small village in the High Weald AONB without a full range of services and with poor public transport. It amounts to nearly five times the scale of development envisaged for this category 3 village (22 dwellings). The AONB comments that the scale is significant for the size of the existing village. The village lacks a doctors surgery or health centre, secondary school, supermarket, leisure facilities and railway, the bus service is severely limited. Assuming that the current number of dwellings in Ardingly is 750, this scale development represents an increase of 13.3%.

This development is not supported by the Mid Sussex District Plan 2014 – 2031 Policy DP6: Settlement Hierarchy. This policy states (in blue):

1. “The amount of development planned for in each settlement will need to have regard to this hierarchy, but also take account of local development needs including housing and any significant local constraints to development.”
  - There is no identified local need for a development of this size.
2. “Within defined built-up area boundaries, development is accepted in principle whereas outside these boundaries, the primary objective of the District Plan with respect to the countryside (as per Policy DP12: Protection and Enhancement of Countryside) is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there.”
  - There is no need for a development of this size in Ardingly or for MSDC to meet its housing requirement to 2031.

There is a current need of 1,507 dwellings to be built up to 2031 within MSDC. Currently the SA12-33 sites will deliver 1,962 dwellings. There is then 588 windfall sites expected giving a total of 2,550 Dwellings. An over delivery of 1,043 dwellings or 69% buffer to the 1,507 required.

3. “The growth of settlements will be supported where this meets identified local housing, employment and community needs. Outside defined built-up area boundaries, the expansion of settlements will be supported where:
  1. The site is allocated in the District Plan, a Neighbourhood Plan or subsequent Development Plan Document or where the proposed development is for fewer than 10 dwellings; and
  2. The site is contiguous with an existing built up area of the settlement; and
  3. The development is demonstrated to be sustainable, including by reference to the settlement hierarchy.”
    - There is no local housing need for this many dwellings and the need for this development to support local employment or community needs has not been investigated or identified.
    - This proposed site is not included in the MSDC District Plan, Ardingly Neighbourhood Plan, or development plan and is for 100 dwellings. Much greater than the maximum of 9 dwellings in DP6.

The development of this site at this scale goes against the Objectives and Visions and Policies and Proposals of the Ardingly Neighbourhood Plan 2013-2031.

Furthermore DDP6: High Weald AONB states that:  
 “Development within the High Weald Area of Outstanding Natural Beauty (AONB), as shown on the Policies Maps, will only be permitted where it conserves or enhances natural beauty and has regard to the High Weald AONB Management Plan, ....”  
 Again this size of development within the AONB and outside of the defined built up area is not supported by this policy.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/12	<b>Type:</b> Object		
APC suggests this grading should be “Poor”; Access to public transport and/or frequency in this location is poor.” The buses are infrequent. The rating for other sites in the village ID 495 and 691 are rated Poor but are closer to the bus stops.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/11	<b>Type:</b> Object		
APC Challenge this grading. The current Sewage capacity is not sufficient, Broadband and Mobile connectivity is not suitable. The site is a major open space for the community that is close to the village built up area and will not be able to be replaced.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/10	<b>Type:</b> Object		
APC Challenge this grading. The current Sewage capacity is not sufficient, Broadband and Mobile connectivity is not suitable. The site is a major open space for the community that is close to the village built up area and will not be able to be replaced.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/9	<b>Type:</b> Object		
the impact on the local roads – Ardingly high Street and Street Lane especially will be impacted with little to no mitigation possible. There will be impact on pedestrian safety and traffic flow through narrow roads and lanes APC challenge this rating. Ardingly high Street and Street Lane especially will be impacted with little to no mitigation possible. There will be impact on pedestrian safety and traffic flow through narrow roads and lanes. It has been shown in the past that traffic calming and pedestrian safety measures are not possible due to the nature of the High Street.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/714/8	<b>Type:</b> Object		
MSDC have not graded this rating. The proposed development will lead to an increase in the flow of traffic through the village. The High street has resident parking along the western side of the road making this in effect a single lane route. The increase in traffic will impact on safety to pedestrians, congestion in the High Street and noise and vibration impact to residents living on the High Street. Also, due to increased idling traffic there maybe be an impact on air quality of the High Street. APC believe that there is no mitigation to this severe/significant impact on the village.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/14	<b>Type:</b>	Object			
The current sewage network available to SA25 would not support a development of 100 new homes. The current waste management site at Lodgelands, which serves the Ardingly Showground/SA25 is already operating at above capacity.						

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/5	<b>Type:</b>	Object			
The size of the development will have a severe impact as the development is large for the size of the existing village. This development will increase the size of the village by 13%. (Similar reasons as for ID691 – land east of High Street)). Also, see criteria 9 Trees/TPOs. This development is not supported by MSDCs policy DP6 or the National Planning Policy Framework. (See Part 4 – Other considerations Neighbourhood plan)						

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/6	<b>Type:</b>	Object			
APC challenge this rating. This site would have a substantial impact on the character of the conservation area. The western element of the Conservation Area, the approach to St Peter's Church (grade1 listed) and the ancient route way of Street Lane, will all become suburbanised'.						

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/1	<b>Type:</b>	Object			
The proposal for Ardingly to take 100 dwellings at the proposed location, will have a significant impact on the character of this small village in the High Weald AONB which is without a full range of services and with poor public transport. It amounts to nearly five times the scale of development envisaged for this Category 3 Village (residual requirement of 22 dwellings between 2019 to 2031) and will increase the number of dwellings in the parish by over 13%. Furthermore, due to the size of the proposed development and as the site is outside the built up area and there is no local requirement for this number of dwellings, the allocation of this site goes against the District Plan policy DP6: Settlement Hierarchy. The selection criteria appendix recognizes the scale of this development is 'significant for the size of the existing village'. However, while some of the physical impacts are addressed, the societal impact on the community is not recognized, yet it is probably the major concern amongst parishioners.						



714	Mrs B Cox	Organisation:	Ardingly Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/714/7	Type:	Object			

APC challenge this rating. Even though there are no TPO or Ancient trees on or next to the site. There are a number of veteran trees on and within 15m of this site. As detailed in the SA25 Individual Housing Allocation Policy; Urban design Principles

714	Mrs B Cox	Organisation:	Ardingly Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/714/16	Type:	Object			

Objectives

☒ No mention of the provision of 30% affordable housing and a suitable mix of housing. 50% of these should be reserved in perpetuity for local people as per Ardingly NP. We would like the opportunity to discuss a Community Land Trust with MSDC.

Urban Design

☒ These 5 points are agreed.

☒ In addition, principles of Policy 6.4 (page 117) of Mid Sussex Design Guide to be a requirement of all new homes. Heating of all homes to be fossil fuel free. Electric charging points to be provided to all homes.

AONB

Agreed

Landscape

☒ Include requirement to form strong defensible boundary to northern and western edge of the development. Mature oak in centre of site to be protected during construction and it is to form focal point of open space within the development and is not to be sited in a garden. TPO to be imposed on this tree and other mature trees on boundary

Social and Community

☒ Open space provision to include grass kick about area for primary school and toddler play space. Equipped children’s playground already exists at recr. ground nearby.

☒ Provide safe new drop off entrance to primary school plus adequate parking for staff and parents with access from spine road.

☒ The location of a replacement Scout hut requires careful consideration

Historic Environment and Cultural Heritage

☒ The landscape setting and character of ancient route way of Street Lane should also be protected.

☒ The precise location of this needs clarification.

☒ NB: Route of Roman Road runs to west of site.

Air Quality / Noise

☒ New Premises Licence required to ensure that new and existing residents are not disturbed by weekend events at showground, incl. music, amplified sound and fireworks.

Biodiversity and Green Infrastructure

☒ Compensation needs to be made for loss of open space.

Highways and Access

☒ See previous comments about increased traffic in the High Street and poor bus services.

☒ Agreed. Pedestrian crossings are required on B2028

☒ Introduce suitable parking and access for users of the existing green space at the showground

#### Flood Risk and Drainage

☒ Runoff from showground causes clogging of drains & flooding on Balcombe Lane.

Measures to resolve this are to be included in the development.

#### Utilities

☒ This should include capacity to service the needs of the village, plus the new development and the showground at peak capacity without the need for a tanker.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/17	<b>Type:</b>	Object			

We note that there is no section on Environmental sustainability and would like to make the following comments.

With the government's declaration of a climate emergency and its commitment for carbon neutrality by 2050, this development, should it go ahead, needs to rise to the challenge of providing highly efficient, fossil fuel free dwellings. This is not only to tackle the climate emergency for future generations but also represents a huge opportunity to increase energy efficiency, improve resilience and deliver a greener, healthier society.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/18	<b>Type:</b>	Object			

Ardingly lacks many services, has no cycle routes and has a poor local bus service. It is therefore likely that all households will need a car. Thus charging points should be provided for each dwelling.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/19	<b>Type:</b>	Object			

All streets should be tree lined to assist with cooling and to create a sense of place in keeping with the village character. Houses will need to be designed not only to be energy efficient but also to keep cool in high temperatures. The mature oak in the centre of the site should form a key focal point for part of the scheme. It must be protected during construction, and not be incorporated into a front or back garden. Further mature trees along the boundaries should be protected by the use of TPOs.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/20	<b>Type:</b>	Neutral			
[COMMENTS ON IDP AND PROJECTS - INPUT]						

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/3	<b>Type:</b>	Object			

No mention is made on the amount of traffic in the village. We believe this is a serious oversight as a significant proportion of the residents on the site will travel south down the High Street on a daily basis, either to Haywards Heath railway station or to the town itself causing additional noise, pollution and congestion. The High Street already suffers from these problems and this additional traffic will also impact Street Lane which is a narrow road with many parked cars. We see no obvious solution to mitigate the increase.

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b>	Ardingly Parish Council	<b>Behalf Of:</b>		Town & Parish Council
<b>Reference:</b>	Reg18/714/15	<b>Type:</b>	Object			

APC do not agree with this appraisal as the size of the proposed development is so large. It does not meet local needs or comply with DP6: Settlement Hierarchy or DP16: High Weald AONB

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/5	<b>Type:</b>	Object	
<p>Our concerns apply especially to those sites that will involve major development (sites SA 7-8, SA25 and SA27). NPPF para 172 mandates refusal of planning permission for major development within an AONB unless genuinely exceptional circumstances exist for allowing it, and (separately) a public interest justification for overriding the public interest in conserving some of the country's greatest and best protected natural landscapes. The SA DPD including these proposed major development site allocations will only be sound if future development of them can be shown on robust evidence to be justified having regard to NPPF para 172. The necessary evidence is currently absent.</p> <p>In our view any future development of this High Weald AONB site would constitute major development for the purposes of para 172 of the NPPF. Please refer to our submission re policy SA1 at para 2 re High Weald AONB Conservation implications. This site has characteristics akin to those of the Butchers Field, Ardingly site for which a much smaller development was refused at a planning appeal in 2014 (PINS Ref: APP/D3830/A/12/2172335).</p>				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/24	<b>Type:</b>	Object	
<p>The conclusions of the AONB unit have not been provided as part of the evidence base and requires further scrutiny in order to assess the impact of development of this site in this regard.</p>				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/25	<b>Type:</b>	Object	
<p>The conclusions of the AONB unit have not been provided as part of the evidence base and requires further scrutiny in order to assess the impact of development of this site in this regard.</p>				

705	Mr O Bell	Organisation:	Nexus Planning	Behalf Of:	Miller Homes - Lewes Road HH	Developer
Reference:	Reg18/705/8	Type:	Object			
Having regard to footnote 55 of the NPPF, SA25 would result in some 3.8ha of greenfield land being developed to accommodate 100 dwellings. Such a significant scale of development must in any sense, let alone on the edge of a modest rural village, represent major development for the purposes of 172 of the NPPF. Furthermore, the allocation would result in a fundamental and irreversible change to the landscape and scenic beauty of the site and wider area as the development would be readily perceptible from outside the site. It would also represent a significant expansion of the existing village. As a result, SA25 would comprise major development in the AONB for these reasons as well.						

697	Mr D Barnes	Organisation:	Star Planning	Behalf Of:	Wellbeck -Handcross	Developer
Reference:	Reg18/697/6	Type:	Object			
Negative effects on designated heritage assets; no assessment of the access and within Building Stone (Cuckfield) MSA.						

1054	Mr J Allen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1054/1	Type:	Object
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Any proposed development would likely impact the neighbouring Conservation area.

Developing Green Field Sites in an Area of Outstanding Natural Beauty is undesirable. District Plan Policy DP16 draws attention to the need to conserve or enhance the natural beauty and special qualities of the High Weald and it is not clear how any development of SA25 would achieve that.

There are more houses proposed than are actually required in the DPD allocation (22 are required) for Ardingly. 78 extra houses is excessive (10% of the current size of the Village)

Residents of any houses built on the proposed development area would be dependent on an increase in car journeys (with the known detrimental impact to health and environment that they have) due to lack of public transport and a lack of retail, employment and other essential services within walking distance.

St Peter's School size would likely be inadequate should 100 extra families' children be accommodated locally, without the need of car journeys to outlying schools. No consideration has been mentioned of benefit to the School through the proposed development - space to expand for example. This is required by District Plan Policy DP 20 and so should be considered now.

Density of 20 units per hectare is not in keeping with existing built up area adjoining the proposed development area.

Density 20 units per hectare is too high for an area with such poor public transport services (9 buses per day in each direction, no other public transport in the locality). Density should be reduced as per guidance in Appendix F of the DPD document "Design new development at a density that is appropriate for the location". Building at a density similar to that of the neighbouring dwellings in the High Street, Holmans and Oaklands/Gower's Close would be more desirable.

A hard border between the Village and the Showground is undesirable - it might be worth the Land Agent exploring with Ardingly Parish Council the possibility of moving the recreation ground nearer the Showground to allow the built up area of the village to be contiguous (and not interrupted as it would be, should houses be built on the area immediately to the North of the recreation ground). This would allow for a softer edge to the Village - something mentioned in SA25 Urban Design Principles and in DPD Appendix F "Make a positive contribution towards local character and distinctiveness."

It is not clear how the proposed development of land west of Selsfield road is affected by the Section 52 agreement of 1988/1990 with the South of England Agricultural Society. It would good if this could be clarified at some stage in the consultation.

Comments in Support of the Proposal

Development of the proposed area would result in very significant income for the South of England Agricultural Society. This income would contribute to relieving the current decline in the Society's revenues and protect the charitable aims of the Society for some time into the future.

The proposal includes the provision for a new Scout hut. This would be a benefit to the Village and removing the existing Scout Hut would free up space at St Peters School for possible additional facilities.

1045	Ms E Allen	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1045/1	Type:	Object
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I support the sale of this land by the Showground as I am of the opinion that, without the funds generated from this sale, the Showground will not have a future. However, I am against the number of dwellings proposed (100) which I feel is far too high for the following reasons:

**AONB**  
100 dwellings is a 15% increase in the number of houses in the village so the scale is significant for the size of the existing village. It should be taken into consideration that Ardingly only needs to provide 22 further houses up until 2031.

**Public Transport**  
The public transport in the village is inadequate to support such an increase in population as a result of a development of such scale

**Education**  
The primary school is not big enough to support the number of children expected in a development of this size leading to children having to go to school outside the village

**Health Services**  
The nearest doctor's surgery is in Lindfield, 3 miles away by car or by inadequate public transport

**Listed Buildings**  
The site is in close proximity to a number of listed buildings so significantly reducing the density of housing on this site will lessen the impact to these buildings

**Conservation Area**  
The site adjoins a conservation area so significantly reducing the density of housing on this site will lessen the impact to this conservation area.

For supporting this development, the village should benefit as a whole and the following points should be considered:

The Recreation car park should be expanded to enable at least 50% more cars to park there. The current capacity is not large enough to accommodate the parking required for football games and other events, forcing people to park on the pavement along the side of the Recreation Ground inconveniencing, and causing danger to, both pedestrians and drivers.

Additional access to the school should be created via the new development, lessening the impact to residents in Holman's from parents parking in their road when dropping and picking up their children. Expansion of the Recreation Ground car park would help towards this goal.

The provision of a larger and more modern cricket pavilion that can be used by the village

The provision of more land to the school to enable them to expand as a result of the increased number of children in the village and provision of a larger play ground and sports field.



469	Mr G Biggs	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/469/1	Type:	Object
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I strongly object to the planned application of 100 houses (SA25) at the Red Car Park at the South of England Showground in Ardingly. The is so much heavy traffic going through Ardingly already therefore the roads would not be able to cope with all these extra vehicles.The village which is in an Outstanding Natural Beauty area should not be ruined. The village short of amities - we only have a Post Office and a bakers and a very small school.

908	Mrs E Bills	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/908/1	Type:	Object
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Having recently moved to the village I am well aware of the amount of traffic that flows through the village. We have issues with so much traffic on our village roads and a speed issues. Having 100 homes built will result in at least an extra 150 cars in the village which we can't cope with.

I am a resisdnt of the recently built Monks Meadow and I am aware money from the developers was given to the council to improve traffic calming measure etc that is still to be used and for some reason can't be at the moment. Surely we should be waiting to see how this money can be used to help us in our current situation of speeding and large volumes of traffic.

I also worry that our village will turn into the likes of Forge Wood in Crawley. A toy town full of back to back house with no off road parking and making our wonderful village look unsightly.

887	Mr G Bills	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/887/1	Type:	Object
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I believe Ardingly has a minimum requirement of 22 homes.  
The proposed 100 homes at the showground red car park by far exceeds the minimum requirement.

The village currently struggles to cope with the volume and speed of the traffic through the High Street and College Road. An extra 100 homes would bring with it at least another 150 cars. The road infrastructure can not cope with the extra volume of car's that the proposed development would bring.  
The air quality is probably not the greatest in the Village and with the extra car's would only get worse.

I live in a new estate in Ardingly (built in 2016) that when built had finances attached to it that were allocated to allow improvements to the traffic in the area.  
The Parish council are as yet unable to spend the full amount of money on improving the speed and volume of traffic or improve pedestrian safety as every plan they have proposed has been rejected!  
If road improvements can not currently be implemented they are not going to be able to be implemented in the future to alleviate the pressure of an extra 150 cars.

The region is in a protected area of natural beauty and I don't think building 100 homes would not impact on the local nature and the beautiful surroundings.

The public transport is not great in Ardingly with no rail links and a poor bus service. The poor public transport would mean that the new homes would have to rely on motor vehicles to travel again congesting already congested roads.

The village has minimal shops (that are a fantastic asset to the local community). 100 homes would again need to travel for groceries.

The local School is very small and would not be able to cope with the extra pupils from 100 homes.

In 2013 the area submitted a neighbourhood plan (attached). I do not think 100 new houses at the Showground are in line with this plan.

<b>1293</b>	<b>Mrs J Broughton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1293/1	<b>Type:</b>	Object
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After attending the public display plans for the erection of 100 houses on the Red Car Park ground of the South of England Showground I submit my observations and my opinion.

The Parish Council's 22 houses could, no doubt, be absorbed into the small (not medium sized) village of Ardingly, but 100 houses would create problems, such as: -

Basic infrastructure demands and this cannot now refer only to gas, electricity, water and sewage, but must also include a Doctor's Surgery, shops, garage facilities (we no longer have one) but also to the necessity of providing accommodation for the number of cars that the families of the 100 houses would inhabit.

The narrow road through the village cannot be widened as the cottages, which only have miniscule front gardens with public footpaths, of one person width, adjoining the roadway. No garage spaces other than on the roadway for those old cottages, resulting in constant holdups for the already heavy traffic that flows through the village from the B2028 road from Lindfield and, now-a-days, College Road from Haywards Heath, causing the traffic to slowly stop and go all through the village. This, of course, is resulting in the worrying environmental problem of air pollution, especially for the houses so close to the roadway. There is a small car park in Street Lane, but not with 24 hour parking. Which leads to -

There is no Doctor's Surgery in Ardingly, the nearest is in Lindfield or Haywards Heath.

The public transport is such that Ardingly inhabitants without their own transport, have the worry of getting to their Doctor or Hospital appointments on time and anxiously watch the clock for the bus returning them home. Not all can afford a taxi fare.

Commuters cannot rely on using the present public transport as it is infr equent, stops early in the evening, one bus arriving in Ardingly at 6.41pm and one arriving at 22.29pm, approximately.

!00 houses would, inevitably, make demands on the village school, which again is small, although could accommodate a few more pupils, but not the anticipated number of children that might need educational placement as a result of 100 more homes.

As to shops, Ardingly has a bakery and a Post Office, both of which carry a few household necessities, but not the amount needed for a weekly, possibly, family shop. There is a Chinese take a way, a cafe, a public house, a Scuba diving apparatus shop and an Antique shop. Not, in my opinion, sufficient amenities to accommodate the needs of the families of 100 more houses within our small village.

<b>946</b>	<b>Mr &amp; Mrs R &amp; R Browne</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/946/1	<b>Type:</b>	Object
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We consider that the allocation of 100 dwellings to the Land West of Selsfield Road at Ardingly is inappropriate for the following reasons:

1. The proposed scale of the development will approximately double the size of Ardingly village, this will be an intrusion into the rural appearance of the village and will detract from the open views West towards the Ardingly Reservoir and St. Peter's Church.
2. The scale of the development with the present inadequate provision of public transport and lack of amenities in the village (no GP surgery or general store etc.), will substantially add to car and HGV traffic volumes travelling South on the B2028 through the village High Street where parked cars already cause restrictions to traffic flow resulting in a major increase to the present safety hazard to pedestrians and road users. This will also be made much worse during construction with the substantial increase in HGV traffic through the village.
3. The entry of a large number of vehicles onto the B2028 heading South from the development to Haywards Heath would cause a traffic hazard unless this were made a controlled junction.
4. The scale of the development will detract from the well used current amenity of the area close to the village for local walks and dog exercising.
5. The area for the development is used for Showground car parking, the subsequent loss of this area will significantly add to on-street parking in the village during major Showground events.
6. The scale of the development will generate pressure for places at the village primary school.
7. At this time, therere no TPO's in pace for any of the tree in the area of the development, their loss would have a significant impact on the rural appearance of the village.zard

1029	Ms E Cairns	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1029/1	Type:	Object			

I think the size of the outlined development is excessive for the village. It implies an huge increase in the number of vehicles. There is very limited bus thus there would be negative impact on the environment.

The development would urbanise the rural setting and the adjacent conservation area. The area of proposed development would limit the green space used by the village.

The wording of the site allocation development document is jargon heavy and lacks clarity.

I object to this development proposal.

1044	Mrs S Chapman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1044/1	Type:	Support
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I am writing to give my conditional support to the proposed allocation of land at the southern end of the South of England Showground. Part of this site was identified in the Ardingly Landscape Character Assessment, July 2012 as the most suitable area for new development, but it was not available at the time when the Ardingly Neighbourhood Plan was being prepared.

Scale

The proposal for 100 dwellings on this site will however have a significant and detrimental impact on the character of this small village in the High Weald AONB which lacks many local services. It amounts to four times the scale of development envisaged by the District Plan for this Category 3 Village.

The Neighbourhood Plan proposed housing development to meet the identified local need up to 2031, following a Housing Needs Survey and Housing Strategy document prepared as background evidence for the Neighbourhood Plan. The scale of housing now proposed will contribute to the requirement for additional development in Mid Sussex District as a whole, rather than meeting local need for Ardingly, in the context of the High Weald AONB.

In order to comply with the requirement for development in the High Weald AONB to conserve or enhance natural beauty (DP16 of Mid Sussex District Plan), a much lower density of development will be necessary than would be appropriate in an urban or infill setting. The large extent of this site, its location on the northern edge of the village, plus the need to provide a well defined and soft edge to the showground and countryside beyond, also dictate that a lower density is required if development is to be acceptable.

If the site proceeds to allocation in the DPD, it should therefore be limited to a maximum of 60 dwellings at the eastern end of the site to protect the setting of the Conservation Area and listed buildings including the grade 1 listed St Peter’s Church and the wider AONB landscape. This reduced scale of development, amounting to an increase in households of 8%, rather than 13.3% increase for 100 dwellings, would enable new residents to be assimilated into the village more successfully and reduce the load on local infrastructure. The DPD document of 17 constraint criteria for SA 25 omits any category that assesses the impact of large scale development in relation to the size of settlement.

Planning Policy for SA 25

In respect of the headings in this document, I have the following observations:

Urban Design Principles: These principles are supported but should be expanded to include a strong commitment to sustainability. While the District Council’s aim to make best use of land is appreciated, in this location in the AONB, the need to support and enhance ecosystem services will result in a lower residential density to give space for trees, hedgerows and ample gardens, in keeping with village character. There is also an opportunity to restore the landscape features and biodiversity value that were lost when the showground site was cleared and developed in the 1980s. The nature of the site being open and level makes it suitable for dwellings to be orientated to make best use of solar gain with integral solar panels on roofs.

The Urban Design Principles should require dwellings to be built to zero carbon standards with heating that is fossil fuel free and comply with requirements of Mid Sussex Design Guide to deliver sense of place, high quality public realm, architectural integrity and sustainability. The government’s commitment to carbon neutrality by 2050, and declaration of a climate emergency represents a huge responsibility and

opportunity to increase energy efficiency and improve resilience in new buildings. It will be far cheaper to build carbon neutral dwellings now than retrofit them later.

Principle DG41 of the Mid Sussex Design Guide: to ‘Minimise environmental impact by energy efficient and sustainable design’ identifies ten requirements for development. It is likely that all households will need a car, therefore charging points should be provided for each dwelling. All streets should be tree lined to assist with cooling and to create a sense of place in keeping with the village. Houses will need to be designed not only to be energy efficient but also to keep cool in high temperatures.

Social and Community: Last year WSCC announced that to be sustainable, village primary schools would need to have a school roll of at least 150 pupils. St Peter’s Primary School roll is currently around 87. The development proposed at the showground would not only increase the number of young children in the village, but also create a unique opportunity to enhance space and facilities at St Peter’s. By relocating the scout hut to the development site, space will be made available for new classrooms and open space. It should also be a requirement to include a new access/ drop off and parking area from the spine road and a new grass kick about area. Discussions should be held with WSCC Education Dept and Safer Routes to Schools Officer (WSCC Highways) to ensure these features are included in the site layout.

Historic Environment and Cultural Heritage: To protect the western element of the Conservation Area, the setting of St Peter’s Church, the historic route way of Street Lane, and the site’s location close to where the land falls away towards the reservoir with views towards Balcombe beyond, the western end of the development site, from a line running north from the White Gate, should be reserved for open space. The design treatment of the site along the southern boundary closest to Street Lane should protect the character and setting of the lane. Ancient route ways in the High Weald are characterised by winding lanes, grass verges, hedges and mature oaks.

Air quality/ Noise: If the development of SA 25 proceeds, it is imperative that the Premises Licence for the Showground is redrafted to ensure that new and existing residents will not be disturbed by events at weekends including amplified sound, music and fireworks.

Biodiversity and Green Infrastructure: Steps should be taken to reinstate the original character and hedgerow pattern of Bolney Farm to enhance wildlife networks. Garden boundaries should comprise hedgerows rather than close boarded fencing which is suburban in character and not appropriate for new development in the AONB.

Highways and Access: Vehicular access to the site should be limited to Selsfield Road, in keeping with the terms of the Legal Agreement dated 15th November 1988.

Rejection of assessed sites

I support the Site Allocations DPD’s exclusion of two other assessed sites in Ardingly parish, namely land east of High St: ID 691, and Butchers Field, south of Street Lane: ID 495. These two sites generated large numbers of objections during the Neighbourhood Plan preparation and appeal, and both are identified as Local Green Space.

Land East of the High Street adjoins the eastern element of the Conservation Area, including the oldest house in the village, which still retains its location next to open countryside characteristic of the High Weald AONB. The footpath from Highbrook is an important approach to the village, with views of chimneys and rooftops largely unchanged for centuries.

Butchers Field lies in the gap between the two historic centres of Ardingly. The continued separation between these two settlements is an intrinsic part of its character, crucial to being able to read its historic settlement pattern, and an important part of how the settlement relates to its immediate landscape context within the High Weald AONB.

Please note: ‘Item 9 Trees/ TPOs’ in the constraints criteria for Butchers Field indicates ‘None’.

The trees along the Street Lane frontage are in fact protected by a Group TPO made on the following grounds:

"The trees (referred to in the first Schedule to the Order) should be preserved because they are highly visible along Street Lane where they make a significant and important contribution to visual amenity."

1087	Mr M Day	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1087/1	Type:	Object			

I have been informed that you are seeking planning permission to erect 100 houses on the South end of the Showground in Ardingly.

I have grave concerns concerning the impact this will cause.

- 1.Extra traffic through the already congested High Street - at this time, with all the parked cars on this road, this area is already waiting for an accident to happen.
- 2.The services are at a high risk of failure.
- 3.The extra disposal of sewage and waste water produced needs to be looked at as it is having a job to cope now.
- 4.The amenities in the village, one Post Office, one Bakery and one School, need to be addressed.

<b>1055</b>	<b>Mr P Dench</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/1055/1		<b>Type:</b>		Object

I am submitting comments in relation to the proposed development of the red car park at the showground and the 17 criteria split into (a) constraints, (b) deliverability considerations, and (c) sustainability/access to services. Also in relation to Part 4 (other considerations) and Part 5 (conclusion).

Planning Constraints

a. AONB – Ardingly sits within a designated area of outstanding natural beauty (“AONB”). The impact on village houses which are sited in the AONB to the south of the proposed site is enormous. It will lead to the suburbanisation of property along Street Lane which will wholly detract from its situation in an AONB area. Thus, the rating of “moderate impact” when proposing an increase in the size of the village by 13.5% is incorrect.

There should be small scale incremental growth in a small village. There has already been significant development in Ardingly in the last few years – 36 new houses on Standgrove field and new dwellings on the corner of Street Lane and College Road which they cannot either sell or rent. The Grade 1 listed church is the earliest recorded settlement in Ardingly. Street Lane is a historic routeway and the proposed development would be hugely damaging to the settlement pattern. It is impossible to comprehend how the High Weald AONB unit could have properly reduced the impact from ‘severe’ to ‘moderate’ on their traffic light system.

The proposals concede that Selsfield Road is a historic routeway, that there are historic PROW’s, a post-medieval field system and that the site is likely to viewed from the road and adjacent PROW’s. The only explanation given appears to be that there are a number of positive impacts against social and economic criteria, the positive impacts from progressing the site for allocation outweigh the negative impact. It is not clear what social and economic criteria have been considered or what positive impacts have been taken into consideration in order to outweigh the AONB considerations.

It is also hard to see how this decision can sit comfortably when assessed against Para 115 of the National Planning Policy Framework 2012, or indeed against Clause 2 of the 1988 Legal Agreement between the South of England Agricultural Society and Mid Sussex District Council (attached for ease) which clearly sets out the purposes for which the Society shall use the Showground (in a lengthy Schedule which does NOT mention selling off the land for panning purposes in order to make money to subsequently use to build an indoor events centre);

b. Listed Buildings – the ‘neutral impact’ rating of building a huge new housing development within 100 metres of the Grade 1 listed church which is hundreds of years old is incomprehensible. No consideration has been given to the damage that could be caused to the church and to surrounding Grade 2 listed buildings by massive building works. The outlook and character of the church and the seven listed buildings on Street Lane would be completely changed. Their setting and character would be devastated.

c. Conservation Area – the ‘Less than Substantial Harm’ rating given here is simply incorrect. The proposed development lies adjacent to the edge of the conservation area and will completely change its setting and character. The existing rural approach will be blighted by a housing development which will ruin it.

d. Landscape – there are numerous bats which fly around the Showground. Surveys will need to be undertaken and bat boxes provided to ensure their safety should any building work go ahead;

2. Deliverability Concerns

a. Highways/Local road access – the approach to the High Street is already clogged and dangerous. Cars park all the way up the one side of the high street and only one lane of traffic can pass at a time. This frequently leads to accidents and erratic, dangerous driving.

College Road – Ardingly College is a school with c.1000 pupils on its roll. At 8am and from 4pm to 6.30pm long queue’s build up to get down the High Street and Street Lane to enter onto College Road. Again, cars park on the side of the road and there are numerous accidents. On 8 November an accident occurred around 5.30pm which necessitated both police and ambulance to attend. The roads are already too busy and dangerous.

Street Lane – this is a single track road which also has cars parked down it, particularly around the bakery and approach to the junction with College Road and the High Street. There is already insufficient parking for the local population, and there are frequent incidents and accidents down this road due to its narrowness. Moreover, the use of Street Lane as access to the Show Ground is prohibited save for during very limited hours during the annual show (Para 4 of the 1988 Legal Agreement attached refers).



Cycling – it is impossible to cycle on the surrounding roads safely as they are narrow, busy and inherently unsafe. There is also heavy plant machinery using the Hanson facility between Ardingly and Haywards Heath, and these huge lorries thunder along the narrow roads causing danger to motorists let alone cyclists.

### 3. Sustainability / Access to Services

- a. Education - there is primary education available at St Peter's school in Ardingly. The nearest state secondary education is 4 miles away in Haywards Heath. Children have to be bussed there on already clogged up roads. With regard to the primary school, the proposed development will impact the ability of parents to get the children to school when they use the proposed development site for access from the Recreation Ground.
  - b. Health – it is misleading at best and disingenuous at worst to say that access to health is “more than 20 minutes away.” The nearest Doctor's surgery is 4 miles away in Lindfield. It would take c1.5 hrs to walk there, along a busy and dangerous road with no pavement. There is one bus every 2 hours. The Doctor's surgery could not take on an additional 100 households.
  - c. Services – the existing Post Office is for sale and will be shut if no buyer can be found. There is no shop – bread and milk can be purchased in the bakery but that's it. The nearest shops are 4 miles away either in Lindfield or Haywards Heath.
  - d. Public Transport – there is a very limited bus service. The buses run approximately every 2 hours in the day. After 6pm there is only one bus going towards Brighton. There is one bus back at 2229. Please explain the criteria against which a “Fair” rating has been given to the provision of public transport. You will be aware that a rating of ‘Poor’ for public transport was given to the proposed Butchers Field, south of Street Lane site when that is actually closer to bus stops than this proposed development.
  - e. Air quality/noise – the noise suffered by residents from the Showground during their “events” is well documented in the numerous complaints made to Mid Sussex District Council every year. The 1998 Legal Agreement (referred to in point 2 above) provides at Clause 7 that ‘Any public address system shall at all times be used only at the minimum volume necessary to be heard by those present on the Showground and attending or taking part in the event for which the public address system is being used at the time.’ This provision is routinely ignored. To give just one example, local residents were subjected to 12 hours of constant music and a DJ who used foul language during one event last summer. The attendees at the event abused local residents, parked all over the village, used local gardens as toilets and left the Showground covered in glass and nitrous oxide canisters.
- ### 4. Other Considerations
- a. Neighbourhood Plan – this appears to have been ignored. The Spatial Plan for the Parish directed future housing within the parish to within the built up area. The current proposal totally ignores this.
  - b. Existing services – in addition to the need for reinforcement of the sewers the broadband to the village will need to be upgraded. Residents already suffer from very slow broadband and experience frequent power cuts.
  - c. Sustainability Appraisal – the proposal of 100 new houses would increase the size of Ardingly by c.15% in one go. Ardingly has already had a 5% increase in its population within the last 3 years. The scale of the proposed development is too big and in the wrong place. No consideration appears to have been given to the beautiful local church and the parking they need, St Peter's Church Centre and the pre-school there or the disruption that would be caused to residents. It seems nonsensical that a smaller ribbon development next to the main road is not being considered if Ardingly needs to provide more housing, though this in itself is in issue as we had been told that Ardingly needed to give 22 additional houses. This would cause far less disruption and would have far less impact on the area of outstanding natural beauty. The AONB conclusion that the development would have a ‘moderate’ rather than a ‘high’ impact needs to be explained. It is hard to identify positive impacts be they social, economic or any other.
  - d. Community benefit – the proposed development site is heavily used by local residents to walk their dogs and as a short cut to get to the local primary school and to access the green space by residents on Street Lane who back onto the Showground.
  - e. Miscellaneous – it should also be noted that the Showground would lose a huge area for parking during the shows and the massive events they stage which bring the village to a standstill and subject residents to many hours of ear shattering music, foul language, drug taking and visitors using local gardens as toilets. Presumably interested Developers are aware of this, and of the response this will generate with potential buyers.

<b>872</b>	<b>Mr T Dennis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/872/1	<b>Type:</b>	Object			

I wish to record my objection to the proposed allocation of land at the South of England Showground for housing, reference SA 25. The South of England Agricultural Society is a charity whose registered objectives are:

“To promote industry in general and agriculture in particular. To advance education, and particularly education in agriculture and allied industries and in animal husbandry, in horticulture and in forestry.”

The land in question is currently used to help fulfil the Society’s Charitable objectives by providing space for its core activities and parking. To allocate this area to housing would compromise the charity’s ability to fulfil its charitable objectives, and should, I suggest, be resisted only by the Planning Authority but also by the Charity Commission.

The SEAS has for many years had to rent nearby fields (including Butcher’s Field Assessed Site Ref ID 495) to provide sufficient parking for its major shows. To allocate this site for housing would of necessity require other fields currently used for agriculture (which should be supported by the SEAS) to become subject to further creeping urbanisation, to the detriment of rural communities and the rural way of life which the SEAS was founded to nurture and protect.

Ardingly has already accepted a good deal of new housing arising from the need identified in the Neighbourhood Plan, but I submit that no more is necessary or appropriate.

I support the Development Plan Document’s rejection of the assessed site of Butcher’s Field, south of Street Lane, Ardingly, (ref ID 495).

<b>871</b>	<b>Mrs P Dennis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/871/1	<b>Type:</b>	Object			

I object to the proposed allocation of land at the South of England Showground for housing, reference SA 25. I am particularly concerned about the impact of traffic and lack of parking in the village as it has already reached beyond limits.

I moved to Ardingly as a small village in beautiful countryside and I fear that a big development of new housing will turn it into a town.

We have already accepted a lot of new housing arising from the need identified in the Neighbourhood Plan.

I support the Development Plan Document’s rejection of the assessed site of Butcher’s Field, south of Street Lane, Ardingly, (ref ID 495).

589	Ms S Dolton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/589/1	Type:	Object
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I would like to comment on the the Site Allocation Development Plan Document site SA25.  
I accept that this site is a suitable site for some development, if this is necessary, but not on the suggested scale.  
100 houses are far too many for this site and especially for the Village of Ardingly.  
The Village is not suitable to take so many more houses for the following reasons:

The local primary school is not big enough to take so many new pupils.  
The Bus service is inadequate at the moment and would be impossible for so many more residents.  
The amount of traffic through the village, including many lorries visiting Hansons Is bad now, would be horrendous with so many more houses.

Crossing the road would be even more dangerous than it is now so there would have to at least be a level crossing somewhere which previously we have been told is not possible.

Parking in the village is totally inadequate at the moment, one tiny car park which is always full and only a 23 hour stay. Many houses in the village do not have a garage and have nowhere to park and therefore clog up the few central village streets making it impossible for the residents of those street not able to park their own cars.

The local doctors in Lindfield and Haywards Heath historically have too many patients already. My Practice,Newtons in Haywards Heath, did at one time stop taking new patients a year or so ago, but believe they do take them now. However waiting for appointments is another issue.

In general, regarding building on the Showground:

Where are all the cars that usually park on that site going to go during the main Summer Show? Using the Red Gate entrance is imperative, are they really going to direct all that traffic past this new housing development? Likewise when they have music events that gate is also needed or else it will cause chaos at leaving time.

I feel the Showground should be donating a parcel of their land to create a car park for the Village residents to use as a gesture of goodwill to unlog the local residential roads. If there was a better bus service maybe not so many cars would be needed.  
Difficult to live in Ardingly without a car.

In short, far too many houses are being planned. I do hope that when it comes to the planning stage they incorporate affordable houses and indeed small houses with plenty of parking. There are already many large houses for sale but few small ones.

1330	Mrs A R Ettridge	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1330/1	Type:	Object
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I am writing to you in response to your draft site allocations development plan documentation site SA25.

In my opinion the 100 homes are being planned for site SA25 are far too many for the village to sustain - namely the amount of traffic which this number of houses will create on the village roads, it is difficult for pedestrians to cross the village roads also at times it is difficult to drive through the high street with the volume of traffic and the parked cars, this is a narrow High street and cars then have to queue to get through this is also an environmental problem. The roads approaching Ardingly are narrow.

The Red Car Park is used for over spill parking at large events on the show ground - where will these extra cars park when it is used for housing.

How many of these houses will be low-cost?

Services in the village are not excellent it is impossible to walk to the health centre in Lindfield along a very busy narrow road with no footpaths, and an infrequent bus service. The Health Centre is very busy also there is no dentist.

The nearest garage for service and petrol is in Haywards Heath which can prove very inconvenient.

We do have excellent post office and bakers also a pub and café a Chinese take away, Antique shop.

There could be a difficulty in the availability of places at local schools with the extra families moving in to the village.

408	Ms J Fairhall	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/408/1	Type:	Object
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I strongly object to another 100 houses being built in Ardingly (Site SA25). The village cannot cope with the traffic now and with the extra houses built it will be worse. College road is a dangerous road to walk down with fast traffic especially lorries. There are only 2 shops and the school is full with no room to put more classes. Villages are being ruined in an area of outstanding natural beauty and we need to keep it that way for the next generation.

983	Ms D Flatman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/983/1	Type:	Object
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Site selection Ardingly.

I agree that the showground is the better of the choices.

I disagree that it is suitable for 100 houses because Ardingly only needs to provide 22 houses.

I disagree that public transport is adequate to support more housing. It is essential to have a car to live in Ardingly.

There are currently in excess of 20 properties for sale in Ardingly.

Development is only sustainable if near transport and shopping hubs, making the town centres far more suitable for further housing.

I would be happy to see a small number of houses if they were well designed and innovative such as the prize winning development in Norwich or the Beddington carbon zero initiative.

1015	Ms E Fleming	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1015/1	Type:	Object
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The development of 100 dwellings in this way and on this site will have a detrimental impact on the village of Ardingly. The proposed location provides minimal respect or consideration for the High Weald ANOB and heritage asserts eg. the miniscule area of proposed open space(western triangle portion) is insufficient given the proximity to St Peter's Church. It is hard to imagine the landscaping which can mitigate the impact of such a large development on the rural setting and conservation area.

Due to the very sparse public transport to the village (the bus service can be unreliable and inadequate at peak times), more people will be forced into using cars for transport ( the main trunk roads are a 20 minutes drive and nearest train a 10 minute drive) therefore putting more pressure on the local roads creating increased noise, excessive wear and tear, traffic delays and reducing the air quality for all residents. What are these sustainable modes of transport??

With this loss of the green space, it is hard to see how such a huge development can "mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures".

This site is in appropriate for such a large scale development.

1014	C Fleming	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1014/1	Type:	Object
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The scale of the proposed development is excessive in relation to the size of the existing community and will place considerable burden on existing infrastructure, transport and other services. It is contrary to the adopted neighbourhood plan and has been proposed without adequate consultation of the village community. If the adopted neighbourhood plan is to be discarded, it should not be done in a manner that fails to consult the local community. A first step should be for the parish council to revise the neighbourhood plan in consultation with the village community and the South of England Showground(SoES).

The proposed site seems to have been chosen to have maximum adverse impact on existing households and conservation areas. Development of the land along the western side of the Selsfield Road, between The Rec and Wakehurst Place would minimise this impact, safeguard conservation areas and preserve green space close the existing housing. Part of such a development could be designed to appear as an extension of the High Street. No doubt the SoES will give reasons for preferring development of the red car park, but if left with no choice by MSDC and Ardingly village, would soon discover that necessity is the mother of invention.

It seems unrealistic to suggest that the proposal will not result in a loss of biodiversity(not to mention achieving a net gain) without preserving existing trees and planting a significant area of new woodland. The miniscule amount of proposed free space at the western end of the site should be very considerably increased and planted with native trees to create the wildlife habitat necessary to preserve and increase biodiversity. It would also protect the environs of St. Peters Church and the adjacent conservation area, the most historic part of Ardingly village. This matter should be reviewed by an independent expert and not left to parties with vested interests such as MSDC, SoES and the developer.

To suggest that the development “should not be dominant” in the area of St Peters Church and its immediate conservation area, is to imply that it will nevertheless be readily visible. This is unsatisfactory. The development should not be at all visible from this area. A new sizeable woodland area in the western triangle could provide such screening while protecting biodiversity and safeguarding some of the rural character of Street Lane.

The question of whether SoES are legally permitted to sell the land for development needs independent legal scrutiny. This should look into whether the article 50 protection, that the village has long believed protected the showground from development, remains valid or can be overturned.

The noise emanating from the show ground already reaches intolerable levels at times, particularly during summer months. The community has tolerated this in the interest of the viability of the show ground; that viability being considered important to prevent development. SA 25 states that noise assessment shall inform any necessary mitigation required to provide an acceptable standard of accommodation for each of the dwellings arising from the Ardingly Showground operations. However it makes no mention of how it will inform mitigation of existing dwellings. If development is to proceed, the village is entitled to expect no further noise disturbance from the show ground. If SoES cannot comply with this, then development should not proceed.

New affordable housing within the Mid Sussex district should be located where there is good public transport to employment centres in Haywards Heath, Burgess Hill and East Grinstead and also Crawley and Brighton. Ardingly has a very infrequent, slow and unreliable bus service and will be unsuitable for those dependent on public transport. SA 25 and any proposal for further development in Ardingly must address this matter. It is noteworthy that Balcombe, with its mainline station linking it to Haywards Heath, Burgess Hill, Three Bridges and Brighton, is not listed in table 2.5 of the Site Allocation plan. Why has MSDC failed to identify development where it would benefit occupants of affordable homes?

1064	Mrs J Garner	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1064/1	Type:	Object
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I object to the inclusion of this site in the Draft Allocations Document.

My objection is based on the Legal Agreement dated 15 November 1988 between S.E.A.S. (“the Society”) and Mid Sussex District Council (“the Council”). I know of no public announcement to the contrary, so to the best of my knowledge, this Agreement is current.

The Legal Agreement states that if the Society ceases to hold its shows on the show ground, the land must be reinstated to its former conditions (ie of fields enclosed by hedgerows with a public footpath across them) “so as to be fit for immediate agricultural use”. (The only other uses to which the land may be put alongside shows – but not after they cease - are specified in the Agreement.)

paragraph 2 of the Agreement sates: “The Society shall use the Show Ground in accordance with the provisions of the Schedule hereto but for no other purposes whatsoever.”

paragraph 2.6 of the Supplementary Agreement dated 18 December 2002 between SEAS/MSDC regarding 1 & 2 Bolney Cottages states “it is hereby agreed and declared that .... The provisions of the Original Agreement and the Supplemental Agreement dated 18 April 1990 shall remain in full force and effect.”

I apologise for stating the obvious, but it is self evident that residential housing is a permanent fixture. The Society cannot possibly guarantee that it will always be in existence, or continue to hold its shows. Therefore, even if a portion of the area it occupies is (apparently) surplus to its current requirements (and who knows what a very successful Society may need in future when increasing self sufficiency in food production once again becomes the norm?), it is impossible for either the Society or the Council to adhere to the terms of the Legal Agreement, while simultaneously approving the permanent fixture of a new housing development on the site.

For this reason I am mystified that the site has been included in the Draft Allocations Document.

I respectfully submit the following questions:

- How is this site’s inclusion in the Draft Site Allocations Document justified?
- When and why has a Legal Agreement been overturned?
- Who gave authority to ignore this Legal Agreement?

For the same reason, I am not commenting on the Criteria against which allocated sites are normally assessed. I submit that in this case, the Criteria cannot be applied because the site is not legally available for residential or industrial development by virtue of the Legal Agreement.

The Legal Agreement cited above and its former version dated 6 July 1967 between the Society and Cuckfield Rural District Council, when the Society was first formed, applies to the “respective successors in title and assignees of both the Society and the Council.” The principles each Agreement espouse have not changed in spirit or substance.

To summarise: it is patently obvious that land which has been approved for residential housing, or has been developed as such, can and never will be returned to agriculture at any time. Much more likely is that other areas of the showground would in due course also be subject to further planning applications, because the fatal precedent for ignoring the terms of a Legal Agreement had been established. In effect, if the inclusion of this site is approved, the Legal Agreement has been declared null and void. There are no restrictions and no limits to what can happen on the site (or any other land which has inconvenient restrictions or limits as to use).

Such a precedent must have grave implications for any Legal Agreement entered into by anyone. Surely, the Council would not knowingly set such a precedent?

I wholly support the Council’s decision to omit the inclusion of two other sites put forward in Ardingly: Butchers Field and Land east of the High Street (“Sweet Shop field”) . In the case of



Butchers Field, I commend the Council for maintaining the ancient distinction between the hamlet of Hapstead Green and the original Ardingly settlement surrounding St Peter's Church. I value the historical separation of the two hamlets and the green space maintained between them by Butchers Shaw and Butchers Field.

The land east of the High Street has for generations provided opportunities for leisure and recreation for residents. In addition, the footpath between Hapstead Green and the hamlet of Highbrook provided the essential route by which children from Ardingly village attended Highbrook school (my paternal grandmother and maternal grandfather among them). It crosses the ancient right of way now known as The High Weald Trail. These are important landmarks around the village and their preservation in an appropriately rural and undeveloped setting is crucial to the character of the area, and entirely in keeping with its AONB status.

The 2013 housing survey in the village did not indicate a need for large volumes of social or other housing. It indicated that Ardingly is well served for the former and Monks Meadow made further provision.

Looking to the future, I would very much like to see the Society's CEO act honourably and consistently with his claim - published in the Village Voice (Ardingly village newsletter) Autumn and Winter 2019 editions - that the "guiding principle for (this) submission is to provide a long term sustainable future for the charity as well as seeking to retain the support of Ardingly Parish Council and residents". He could achieve both aims very easily, and maintain the spirit and practice of the Legal Agreements, by proposing sustainable alternative agricultural/horticultural uses for the Red Car Park if it is currently surplus to his requirements.

Any or all of the following uses would promote long term sustainability in its widest sense with the historic use of what was formerly Bolney Farm .

- Plant a community heritage orchard including rare Sussex fruit trees (Brogdale and possibly Kew could be invited to help in the planning of such a project). Residents could be invited to help maintain , enjoy and benefit from the resulting harvests.
- Plant a woodland and reinstate the hedgerows, specifically incorporating features promoting now rare species of flora and fauna, and use traditional practices to maintain them. The "school fields" with their ancient hedgerows used to support a myriad of butterflies, invertebrates and small mammals and what were then common wild flowers. Now they are rough grass, mowed for car parking, but then were alive with life and grazed by herbivores.
- Plant a vineyard to take advantage of the changing climate which increasingly favours viticulture;
- Arable crop trials and machinery demonstrations for a changing climate;
- Allocate an area for allotments for local communities.

Any or all of these alternative uses could provide long term education projects involving local schools and colleges, possibly extending as far as the counties specified in the Legal Agreements. The projects could offer opportunities not only for holiday internships for older students, but in conjunction with other sites and charities, also full apprenticeships in rural crafts. Younger children could be offered shorter national curriculum related projects. Grants could be applied for to support their creation and maintenance. All these activities are very much aligned with the stated charitable purposes of the SEAS. It offers the Society the chance to become a beacon of best rural practice, and to lead where others can follow.

A limited number of small business units (constructed with pre-fabricated materials which are easily dismantled) might be offered to local craft workers supporting these ventures, or local entrepreneurs needing a small space to start a business. The existing toilet blocks, water supplies and electricity cables could all be utilised, so no new building would be required. There would be no irreversible short term fixes for 'problems' that may not exist in five years time.

Such alternative uses would contribute minimal disruption, pollution, noise and waste. Residents would be spared the misery and mess of a major housing development, and the inevitable increase in traffic. Instead, the life of the village and its environs would be enhanced and enriched. Increased opportunities for leisure and recreation for the wider community would be provided, and the spirit and practice of the Legal Agreement would be respected and upheld to the benefit of all.



1099	Mr & Mrs B Gass	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1099/1	Type:	Object
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Firstly, we have not been provided with enough information to be able to make an informed objection. For instance, how can we say what impact this development will make to the village, if we do not know if the houses are going to be one, two, three, four or five bedroom houses? This would make a significant difference to the village, as it is not just the amount of houses but the amount of people, cars, visitors' cars, deliveries, etc.

However, based on the information provided, please see our objections to the development below:

Ardingly has already met the minimum allocation of 22 houses, set by MSDC District Plan 2014 – 2031. In fact, this has been surpassed, with 53 houses already committed/completed. This is more than double the amount of housing required and has provided MSDC with a buffer in Ardingly. Why is MSDC insisting that Ardingly supply an extra 100 houses and not targeting other towns/villages in the area.

We perceive this to be only the beginning of a long term strategy by MSDC and SEAS to overdevelop Ardingly and unfairly force the village to over-deliver houses with this development. We foresee that the whole of the showground is earmarked for housing development over the next few years, with no thought or concern for the people living in the village.

Objections/Comments on MSDC 17 Criteria Rating

Part 1 – Planning Constraints

1 – AONB

We do not agree with your rating that the site will only have a Moderate Impact on the area. 100 new homes is a significant development and should be reclassified as Very Negative Impact. This would inevitably lead to more of the showground's land being developed in the future and the loss of more of the AONB.

Points 2 – 4

No Comment.

5 - Listed Buildings & 6 – Conservation Area

This is rated as Neutral Impact. We believe that this rating should be changed from Neutral Impact to Very Negative Impact.

The proposed site would have a significant impact on the conservation of the area. The area nearby St. Peter's Church (Grade 1 listed building) and the ancient route in Street Lane, would all become suburbanised.

7 – Archaeology & 8 – Landscape

See point 1 above.

9 - Trees/TPO

This has been rated as none.

Even though there may be no TPO or ancient trees on or near the site, there are, however, a number of very old trees on or within a few meters of the proposed site. These trees should be protected at all costs.

Part 2 – Deliverability Consideration

10 - Highways – Not Rated by MSDC

MSDC has not rated this item; we rate it as Very Negative Impact. Why was this not taken into account when selecting the showground as the ideal site in Ardingly? No mention is made of the traffic problems currently experienced on the High Street and College Road.

This is a massive bottleneck, due to the parked cars and volume of traffic, causing traffic to be reduced to one lane. This has already led to accidents, one of which I witnessed in College Road, as recently as 08/11/2019. These roads are constantly used as a thoroughfare for traffic, which is exacerbated, in the rush hour in early morning and late afternoon, causing large traffic jams. These roads are already too small for the volume of traffic and the addition of potentially 200 - 400 cars would be a disaster for the village. The current roads could not handle the extra volume of traffic!

There is also concern about the safety of pedestrians, due to the increased traffic. There would also be a significant deterioration in the air quality for all those living in the village.

11 - Local Road/Access

We cannot agree with your rating of Positive Impact, this has to be Very Negative Impact. There is no clarity on whether the development will include Street Lane as entry and exit points. Street Lane is a very narrow lane and can only handle single lane traffic. We have already had several near misses along this lane, when a large vehicle is coming in the other direction, there is nowhere to go. As Street Lane nears the centre of the village, the situation deteriorates, due to amount of parked cars. There is also a severe parking problem in the village, with cars parked all over the place. The MSDC car park, opposite the bakers, is always full and it is virtually impossible to find parking there. The recent addition of five houses, built in Southdown Place, has also added to the

parking problem, as there is insufficient parking and these residents are already parking in the road outside the pub or wherever they can. Incidentally, the developer could not sell these houses and ended up renting them, so why does MSDC want to build more houses that no one will want to buy? Another area of concern is Balcombe Road, which runs from the village, past the reservoir, through to Haywards Heath. This is an extremely narrow, winding road, with no pavements, where it is only just possible for two cars to pass each other. This road is not suitable and cannot handle any extra traffic. We have been almost run off the road on several occasions when using this road to Balcombe. If the only entrance and exit to the proposed development is in Selsfield Road, then this will cause traffic congestion at this intersection, just before entering the village, as well as single lane traffic in Main Road, in the area of the Post Office, due to parked cars. An addition of 100 houses would mean bottlenecks that the local roads cannot handle. The intersection of Main Rd and Street Lane (three way) is very dangerous to motorists and pedestrians alike. A pedestrian in the village has to look in several directions before attempting to cross the road. The air quality in the village will be severely affected by the increase in the number of vehicles.

#### 12 - Deliverability

This should be updated, as the site is not being marketed in 2019.

#### 13 - Infrastructure

This is rated as Very Positive Impact; we have no idea what the wording “Developer Questionnaire-normal contributions apply” mean. We would have to have this wording explained to us further before we could comment.

#### Part Three – Sustainability/Access to Services

It must be noted that MSDC have made no comments whatsoever on this section. This is a very important section, but no effort has been made to validate the ratings

#### 14 - Education

We do not agree with your rating of Very Positive Impact - we think this should be rated as Negative Impact. There is no secondary school and only one primary school in Ardingly. Anyone with older children would have to use a vehicle to take their children to school, which will increase daily car journeys through the village. Any increase in traffic would increase the danger to school children crossing the roads. The current school’s facilities are inadequate for any extra children and would need development and extension.

#### 15 - Health

This has to be changed from Negative Impact to Very Negative Impact. There is no doctors’ surgery in Ardingly; the nearest surgery is in Lindfield, which is considerably more than a 20 minute walk. There is no pavement for most of the way and anybody walking there would be taking their life into their hands. The buses are approximately every two hours and therefore, the only viable way to get to the doctors would be by car or taxi. Furthermore, doctors’ surgeries in the area are already over prescribed and the addition of possibly 300 (conservative estimate) people would be impossible to accommodate.

#### 16 - Services

Your report states that the services are Very Positive, this is ludicrous, it needs to be changed to a Very Negative Impact.

The only services currently in the village are:

Post Office – This is currently up for sale and there is no guarantee that it will be retained as a Post Office or any other business.

Scuba shop – None or limited use to people in the village.

Antique shop – None or limited use to people in the village.

High end bakers – The bakers needs a new roof, which is a considerable cost and it is unknown if the bakery can afford to have this done. Therefore, there is no guarantee that this business is sustainable and will remain in Ardingly.

Small Café – This is mainly used by people outside the village.

Pub – There have been two pubs that have closed in recent years, the Avins Bridge and The Oak. With the current economic climate, there is no guarantee that this business will survive in the long term.

Chinese restaurant - which is closing soon, owing to the owner retiring soon.

Hairdressers – Fairly well patronised.

The services are already insufficient for the village, at present, the nearest shopping would be in Lindfield or Haywards Heath, both of which are a significant distance away. Neither of these is within walking distance and could only be reached by car, taxi or very poor bus service.

The nearest petrol station is in Haywards Heath.

The mobile library has been discontinued by MSDC, so the nearest library access would also be in Haywards Heath.

The nearest bank is in Haywards Heath - in fact, the nearest services that a normal family/person would require, would be in Haywards Heath and definitely not less than 10 minutes’ walk, as stated by MSDC.

17 - Transport

Your report states that the transport is fair, of Neutral Impact. That is totally incorrect. In fact, it is very poor, and should be stated as Very Negative Impact. The only public transport in the area is the 272 bus, which runs approximately every two hours (this frequency decreases considerably in the evening) with NO service at all on Sunday (this definitely cannot be rated Fair). There is no train station in Ardingly, the nearest train station is in Haywards Heath. In fact, it is almost impossible to live in the area without owning a car.

Conclusion

In conclusion, we strongly object and do not support this development in any way whatsoever, based on the fact that Ardingly have already met and surpassed the required amount of housing required (22) in Ardingly between 2014 and 2031, with 53 houses already committed or completed. The proposed development of 100 houses would increase the size of the village, by over 13%, which would suburbanise the area and destroy the village forever. The small village of Ardingly cannot handle any extra development of the proposed size, for the above reasons. We do not believe that there is any local need for a development of this size. As previously mentioned, five brand new houses were very recently constructed (Southdown Place), which the developer could not sell and was forced to rent out, so, if this developer could not sell five houses, how is the developer proposing to sell 100 houses?

This would appear to be a SEAS driven initiative, in order to gain funds, which will not stop until the whole of the showground is developed. This would be an easy option for MSDC, as they can flood Ardingly with houses, which would be an unfair allocation of housing in the area.

Residents of Ardingly village should not be sacrificed so that SEAS can provide themselves with a long term sustainable future. SEAS have been silent on this issue and had no interaction with the villagers to inform us of their intentions. They do have their normal annual meeting with local residents, to be held on 27th November 2019 (seven days after the initial consultation process closes). It worth noting that the original date for this meeting was 14th November, six days before the initial consultation closes. This is hardly going to retain the support of villagers.

The district plan is five years old and therefore out of date. The Showgrounds is not suitable for development and there are more suitable sites for smaller development (if we have to have more houses) that would have much less impact on the village. Therefore we need to have another planning assessment done.

999	Mr D Gordon	Organisation:		Behalf Of:		Resident
Reference:	Reg18/999/1	Type:	Object			

The houses will bring unacceptable levels of extra road traffic to the village of Ardingly.

The vast majority would require access through the narrow high street.

They will add an average of 1000 movements per day , based on a minimum of 200 extra cars taking a minimum of 2 return journeys in and out of village (200x 4 singles = 800 )

You can add an extra 200 movements for 100 households with deliveries(online deliveries , general post, cleaners, gardeners, dog walkers, trades of all kinds , visitors, groceries, etc ,etc.

This is after they have been built!

The traffic in/out of Village whilst the houses are being constructed plus parking for workers would cripple the network around the area.

494	Mrs R Goulding	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/494/1	Type:	Object
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As a resident of Ardingly Village I wish to raise the following concerns and suggestions about this proposed residential building plan.

- The amount of traffic passing through Ardingly High Street already causes a significant problem, with parked supermarket delivery trucks etc adding to the congestion challenges.
- Large aggregate lorries and other HGVs frequently moun the pavement due to the parking on the post office side of the road. These very heavy vehicles also cause damage to the drain covers, which in turn causes additional delays as vehicles try to avoid tyre damage on the dropped drains,
- Inconsiderate road users park on the road opposite the Hett Close turning which further hinders traffic passing though the village due to inadequate road markings prohibiting parking at this junction.
- Effective traffic management, including traffic cameras, required
- Additional tree planting etc. to address the higher levels of pollution caused by vehicles both during the building development and then the subsequent additional vehicles of residents in the new housing area.
- Careful traffic planning though traffic light or roundabouts are essential for vehicles accessing or leaving the new development, assuming a junction with Selsfield Road. Turners Hill and Vowels Lane are additional junctions which will be affected by this additional volume of traffic that require further investigation. Traffic lights, especially at Turners Hill, would help to ensure safety for all users through better managed traffic flow.
- There are currently no managed crossings to assist those who wish to cross the High Street with pushchairs, mobility scooters or for those with mobility issues.
- Bus frequency would need to be addressed especially for secondary children and to try to reduce car usage to and from the village. Better bus laybys will be required to help traffic flow and reduce danger to bus users with clear no parking signs, as the layby outside the Recreation Ground is frequently used for car parking.
- It is difficult to see how this road in its current configuration can safely accommodate the number of vehicles that would be added to local traffic flow by another 100 dwellings in one area of the village.
- There are frequent "brown-out" episodes during the year (when the power cuts out for a few seconds, enough to set off security alarms and disable electric clocks) as well as several power cuts each year. The government is encouraging people to use more hybrid or fully electric cars, and points for such vehicles should be included in the new development for all properties.The infrastructure to provide village power supplies needs to be adequately upgraded to ensure more consistent service with such a large additional residential drain on resources.
- Street lighting along the High Street and Selsfield Road requires improvement to provide a safe environment for all users, pedestrian, bicycle and vehicle owners through the village.
- Mobile signal provision is very poor in the village and 4G availability is intermittent, there should be plans to improve cell signals. Broadband services are weak, there is no fibre broadband currently distributed, just copper, these services need to be strengthened to support all consumers in the village.
- Safe access to the showground paths and dog walking / child bike riding areas adjacent to the site need to be protected during all stages of the build as well as when the site is complete.
- Consideration should be given to a recycling bin area for smaller items such as clothes and shoes, glass and paper, either within the new building development area or within the Recreation Ground car park.

985	Ms L Green	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/985/1	Type:	Object
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I live and work in Ardingly and feel very strongly that the Showground Red Car park is not a viable site for 100 new homes. The Ardingly Neighbourhood plan (2013-2031) states how valued green spaces within the AONB should be protected, and that adverse environment impact is minimised, which this proposal does not address. It specifically states that the South of England Showground (Policy ARD19) should retain its special character and appearance, and that the landscape setting of the site is conserved or enhanced, which would not be the case. There are approximately 700 households in Ardingly, therefore introducing over 100 more would impact and alter the fabric of rural life which Ardingly enjoys. Ardingly has already recently accommodated some new housing (37 homes in Standgrove Field). Owing to the position of Ardingly in relation to London, the house prices are high, and there is little affordable housing available. With the introduction of 100 more households, the village identity would be lost. Car ownership in Ardingly is high owing to its rural position and poor public transport (no Sunday bus). Highway safety would be a problem, with massive extra traffic generation, noise and disturbance, the effect on the conservation area and road access. Owing to the already inadequate parking spaces in Ardingly, the high street is a bottleneck at busy times of the day, and having an extra 100 households (and more cars) passing through the high street several times a day, would be intolerable for those living there, or travelling to work through the high street. Pedestrian safety would be compromised even more. It is a problem crossing the road at the moment, but with increased traffic would be nearly impossible (especially for the elderly residents in Turnpike Court who live opposite the proposed housing estate). I know people who have recently moved to the village with children, only to be told there isn't room for them in the village school. The small village school could not accommodate the substantial increase in children. The residents of Ardingly use the Lindfield Medical Centre, as there is no doctor's surgery in the village. An extra 100 households would put extreme pressure on the surgery in Lindfield, where the waiting times are already increasing.

1100	Mr J Gunnell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1100/1	Type:	Object
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Ardingly Parish Council identified areas for development in its village plan report. This included the first section of "red car park" closest to Selsfield road. MSDC Strategic Housing and Economic Land Availability Assessment clearly shows the proposed area two thirds of the site ending at St Peters School.  
<https://www.midsussex.gov.uk/media/3409/ardingly-shelaa-map.pdf> Therefore I am objecting on the inaccuracies of the site area assessed.

The strict planning laws applied by the council to residents in the conservation area seem obsolete when a development of 100 houses is proposed to adjoin the boundary of the conservation area.

A development of 100 houses is too big for a village of Ardingly. It is taking a disproportionately high number of houses vs other mid sized villages especially in light of the 53 houses have already been built in the village and the residual 22 minimum the village needs to contribute. An objective view would suggest that 5 x the residual amount is too high. The MSDC criteria rating presented to Ardingly residents (Saturday 9th November) vs AONB states "Scale is significant for size of existing village". Furthermore the conclusion (part 5 of materials presented at the Saturday 9th November meeting) state "that the site presents the most sustainable option to deliver Ardingly's housing target". Given that Ardingly has a minimum residual 22 houses to commit, this conclusion is completely flawed and baseless.

MSDC has been no rating of Highways for this site. Why not? Given the published admission that the site is significant for the size of the village it would seem flawed not to have considered the impact of adding 100 more houses and how the flow of traffic will work.

Public transport on the assessment was rated as "fair" for Ardingly village and "poor" for the proposed site at the Gardners Arms to the north of the village. These two sites are served by the same inadequate bus service, highlighting a bias in the assessment of the red car park.

In summary, for the reasons above, I am objecting on the basis of the size of the development vs the size of existing village and disproportionately high number of houses Ardingly is being asked to commit (vs other medium sized villages, vs existing 53 committed and the 22 minimum residual required) the inaccuracies in the site area and the flawed criteria and missing information applied in the assessment criteria assessment. The first two sections of the proposed site, closest to Selsfield Road and ending at St Peter's school will have little impact on existing housing, protect and respect the AONB and conservation aspects of the village and contribute a reasonable amount of housing to the outlined scheme

898	Mr D Hadden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/898/1	Type:	Object
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good god!



1052	Mr D Hadden	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1052/1	Type:	Object			

I wish to object to the allocation of this land west of Selsfield Road Ardingly for a development of 100 houses. My objection is on two grounds 1. you assess the environmental impact as low: but if villages of this medium size are to retain their integrity and character, growth [which I accept is needed] must be gradual and incremental. Development of the proposed size is more appropriate to urban than rural/village sites. While this site is clearly preferable to any others for future growth in the village, such growth should be staged with, perhaps, the eastern end, immediately north of the recreation ground, allocated to meet the identified portion [22] of the middle sized village requirement, with the rest of the site phased over say thirty years.

2, You assess the impact on the Conservation Area around the Church as low. This can only be achieved if the triangle of land at the west of the proposed site, facing onto Street Lane, is not developed. Your somewhat discrete proposal that that area should be kept as "open space" while keeping it in the allocated development area is not sufficient to protect the Conservation Area, of which the principal feature is its open and rural nature, An "open space" designation might include a playground or other formal recreational facility, which would detract from the immediately adjacent Conservation Area. I would propose that this section should be excluded from the site, and the requirement for recreational facilities placed in the remaining site

<b>1400</b>	<b>Mr ZR Hamilton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1400/1	<b>Type:</b>	Object			

I and other villagers strongly object to the above proposed development for over 100+ houses, proposed and owned by the South of England Agricultural Society.

Firstly and most importantly this land is home to many species of wildlife including Swallows and rare owls who use the land for feeding and breeding, they would lose this land forever and thus wipe out these protected birds.

There are many, many mature trees including oak trees which will be tragically felled if this development permission is granted.

- This publically accessed land is frequently used and enjoyed by locals and the school.
- Many dog walkers, walkers, joggers and other villagers use this land as part of their living activities daily.
- It is used for recreational and other purposes such as scouts and overflow carpark for the Showground activities and events, building houses here would deny the villagers of their leisure rights and there would no longer be an overflow carpark for the Showground.
- When the showground put on their annual dog show, where dogs roam all over the showground this land is used by the dog owners to walk them and park their caravans and cars.

I list other important reasons why this proposed land is NOT SUITABLE FOR DEVELOPMENT.

1. It is ‘Outside designated built-up area of the village.
2. This does not provide ‘locals’ with housing as these ‘proposed’ houses have already been allocated for private dwellings and for Housing Association applicants these will not be for ‘local’ residents as waiting lists for housing is not exclusive to Ardingly. This statement is misleading/untrue.
3. The scale of this development is far too large for the village.
4. South of England Agricultural Society members are a minority group who do not live in Ardingly and DO NOT represent the majority views for the whole village.
5. Any biased views they may have in favour of the proposal should not have any bearing on the final decision whatsoever.
4. If discussions/proposals/deals have already been made with the Housing Association then this is surmount to bribery as a financial gain/reward would have been offered.
5. This will considerably lower the value of the homes in Street Lane and the village. – Have compensation packages been proposed by the developers to pay to these residents/home owners?
6. If the developers have offered any monies or financial gain, even if under the guise of providing extra village facilities and services that would be needed could not this not be construed as bribery?
7. Have the developers consulted St Peters school regarding the expansion of the school to cater for the hundreds of extra children in the village? Have they included financial packages towards all other facilities needed to cater for the extra residents, including Highways for widening of Street Lane, GP surgery, youth centre and other facilities.
8. This will seriously impact on the village ie. Utility supplies, telephone cables/poles sewage, drainage, water supply, gas supply and electricity supply.
9. Residents (especially the Holmans and Street Lane residents) will experience serious disruptions and inconvenience including access to their homes whilst road widening is in process and heavy lorries toing and froing, dust and mud issues, noise issues for a prolonged period of time. The increased heavy traffic and lorries will cause even more accidents and potential fatalities especially SCHOOL CHILDREN.
10. The development will have to include major road development plans for the widening of Street Lane – Highways Department will have to agree to widening as Street Lane is on an incline at that particular spot and the road is treacherous at the best of times, but WINTER will prove to be fatal as many cars slide down Street Lane into the ditch during icy weather. Last year at least two cars crashed into the ditch and telegraph post at that particular spot as the road is on a steep incline. This frequently icy road cannot support this level of traffic.
11. This will dramatically change the character of the village.
12. Mature trees will be felled and changed the character of the area.
13. The village is already congested – this will seriously impact on residents and parking.
14. There is already a substantially large Holmans and Gowers Close estate, owned by Clarion Housing Association so the excuse that this will provide cheap housing for locals is obsolete. Local residents seeking HA properties will not necessarily be allocated any of these properties as they will legally be obliged to give them to applicants who have been on the list for years first.
15. The infrastructure requirements and strains ie., expanding the village school, financing doctor’s surgery, road widening, water usage/maintenance, sewage etc., far outweighs ANY advantage this development purports to provide.
16. Street Lane has treacherous road conditions in the winter. Icy road on a very steep incline with many road accidents, especially at the proposed site. The increased traffic will cause even more accidents and potential fatalities.

17. This will have a detrimental knock-on effect in the village ie. The school and parking around the school – that being the Clarion Housing Association’s residential car park in front of St. Peters school.
18. Clarion Housing residents will be seriously compromised and the noise and building works will be dreadfully disruptive.
19. More disruption ie., mud distribution, building dust and general disruption, roadworks, traffic lights and general safety of the building site on such a steep incline.
20. There is a scanty public transport service and a substantial contribution to increase the bus services should be mandatory.
21. The noise and disruption of building this development will be greatly felt by the nearby residents – some of them elderly and will be a great nuisance and safety factor.
22. The proposed architecture is not in keeping with the village. In fact it is cheap, insubstantial architecture and will be an eyesore and not in keeping with the village architecture.
23. The electrical sub-station supply will be seriously impacted.
24. The water supply will be seriously impacted.
25. There are no facilities for a youth centre, surgery or other leisure facilities.
26. Ardingly Parish Council will be financially worse off as there will have to be plans for the recreation park considering the extra numbers of potential residents.
27. The land is not allocated for development and lies outside the built up area boundary.
28. It is within the High Weald Area of Outstanding Beauty where the aim to conserve and enhance natural beauty is regarded as the overall priority.
29. Development will block the unspoilt views which are crucial to the setting of the village and contribute to a sense of wellbeing for villagers, visitors and passers-by.
30. Development will result in the loss of the open countryside which separates the two historic elements of the village.
31. Development would set a dangerous precedent to extend housing into adjacent land.
32. Ardingly will lose the last area of traditional pastoral grazing land that brings the countryside to the edge of the village.
33. The rural character of Street Lane will be lost by the formation of a new access, and by the impact of the resulting additional traffic.
34. Development of this site will cause irreversible damage to the natural environment of the adjacent ancient woodland, its wildlife and biodiversity.
35. Ardingly is NOT suitable for a further housing estate of this scale which would put further strain on existing services and infrastructure
36. Land lies outside the built up area boundary, within an area of countryside restraint, where the countryside is protected for its own sake (Policy C1 of Mid Sussex Local Plan (MSLP)).
37. The development would detract from the visual quality and essential characteristics of the High Weald AONB, contrary to policy C4 which states that the conservation and enhancement of the natural beauty of AONB’s is
38. The implication of additional traffic along a very narrow country lane and pedestrian safety was identified as a major concern within the community during consultations on the Village Plan. This view, supported by the Parish Council, is endorsed by WSCC’s Strategic Planning Consultation dated 2 Dec 2011 in which WSCC Highways raise an objection to development of another nearby site on grounds of highway safety.
39. The creation of a new access and estate road, which will be significantly wider than the existing lane, will detract from the rural character of Street Lane. In addition, it is noted that the applicants have referred to ‘suburban and edge of town’ statistics to assess village traffic flows due to new development. It may well be that traffic movements are much in excess of these predictions because of the rural location.
40. If planning permission was granted it would be difficult to resist subsequent extensions to south and west, and along the Street Lane frontage.
41. The Parish Council considers that this field is NOT an appropriate site for development and recommends that this application should be REFUSED.

COPY SENT TO HER MAJESTY THE QUEEN, PATRON, SOUTH OF ENGLAND AGRICULTURAL SOCIETY

669	Ms C Handley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/669/1	Type:	Object
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I am emailing you with regards to the above housing development and why it should not go ahead. I hope my views will be taken into consideration and I can only pray that they will positively influence the outcome of your decision.

Our village is beautiful, quaint, and a quiet place in the country which needs to stay that way. We have already had increased housing developments over the years, and that already has a huge impact on village lives.

When you look at Ardingly to settle down in, you do not do so for increased noise and air pollution, strain on the local school, nor the traffic jams, unruly parking and stress of feeling like this wonderful little place is being turned and twisted into a developers game at our expense.

We rely on these shows at the South of England Showground, (International Collectors Fair, SoE, Paws in the park and many many more) and for you to take that away from us is to destroy something that means so much to so many people (and businesses include local public houses and Royal British Legion) whom rely on the income.

More local amenities and businesses are needed for our village and with the already increased housing developments that have taken place (Stangrove field, High Street, College Road, The Oak Inn, Propsal for Butchers Field) over the last few years, our need is ever growing as a community to either have a our own doctors and shops or to stop this insidious obsession with building and ruining this beautiful Sussex village.

Please do not make our village into a town for commuters. A place where people who have been here all their lives feel like strangers. For once, please consider the people rather than the profit.

883	Mr R Harris	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/883/1	Type:	Object
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Such a huge development would be disproportionate in relation to current size of the village and there is not the infrastructure to support it

409	Mr A Harvey	Organisation:		Behalf Of:		Resident
Reference:	Reg18/409/1	Type:	Neutral			

My suggestion: that the southern field, which you say is unsuitable for development, is converted into a wildflower meadow with some additional footpaths but without formal spaces.

1. The southern field is crisscrossed daily by scores of pedestrians (with or without dogs). The wholly rural character of the field seems to please adults and children alike. Views of the Downs complete the rural feel.
2. In dry weather, motorbikes and quad bikes are illegally ridden across the field. They come from the direction of Longacre Crescent and also from the opposite end of the field. For now, they are inhibited by gates on the western boundary, but some bikes are lifted over the gates to continue their journey. If cycle paths are provided, then the field (and nearby tracks) could become busy with wheeled transport and turn unpleasant for pedestrians and nearby residents.
3. It is unwise of you to consider encouraging cyclists to use Ardingly Road. This route is increasingly busy and dangerous.
4. Cuckfield does not need any more formal open space. The Recreation Ground in the village has tennis courts, sports pitches, a children’s playground, a paddling pool and open space. Whitemans Green Recreation Ground has football, cricket and rugby pitches, an athletics track, pavilions and childcare services. Horsefield Green is a large public open space with benches, mown grass, gravelled paths and a pond.
5. The southern field would benefit from conversion to a wildflower meadow, with some additional trees and footpaths. This would make the field even more attractive to pedestrians, and there is an environmental need to reverse the loss of our wildflower meadows.

940	Mrs T Hobson-Frohock	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/940/1	Type:	Object
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In principle I support the development as it ensures the future of Ardingly as a viable village and will hopefully ensure the sustainability and growth of the small businesses within the village and attract others.

I do have 1 key observation to do with public transport or rather the lack of it and the environmental impact this has on our congested roads. The only bus to stop in Ardingly is the 272 and if you refer to the timetable you will see there is no provision on Sundays and very thin 2 hourly at best coverage Mon-Fri, less on Saturdays.

Surely the Council would encourage the using of public transport to get cars of the roads and reduce pollution in an AONB for the following purposes;

- \*access for young people at secondary schools in Crawley, Burgess Hill, Haywards Heath and beyond?
- \*regular and reliable access for the elderly, disabled and car-less to the main shopping areas as above?
- \* regular through-routes to the major hospitals in the area including Queen Victoria East Grinstead (my brother has to take 3 different buses to attend the cancer unit), Royal Sussex in Brighton, Princes Royal and East Surrey.

Introducing reliable, regular services ie: every 30 mins would increase the uptake - the bare service today prevents use.

In addition Ardingly is blighted by the Aggregates business at the site of the village railway station. The thundering of huge lorries in College Rd prevents Parents walking children to the village primary school and destroys the character of a key residential area of the village. In places like Croydon eg: Pampisford Rd which is a major bus route about 3 miles long and a residential road with schools the limit is 20 mph!! Why cannot Ardingly High St and College Rd be the same - 20 is plenty even if only during school hours.

1053	Mr M Holman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1053/1	Type:	Object
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I have always been under the impression that if any of the land at the showground was to be sold it had to revert back to agricultural use. Surely this is inconsistent with the proposed new building development planned?

I would be grateful if you could let me know if I am mistaken.

756	Mr C Hotblack	Organisation:		Behalf Of:		Resident
Reference:	Reg18/756/1	Type:	Object			

Though I am writing as a resident, as a councillor on Ardingly Parish Council (APC) I am well aware of the pressures on both MSDC and the South of England Agricultural Society (SEAS) to allocate 100 houses to this site. Notwithstanding occasional noise and traffic problems most people, myself included, like having the showground in the village and want it to succeed. I agree that this site is a sensible location for Ardingly to take its fair share of the extra houses that are required in the district. However 100 houses is not a fair share and is a huge price to pay. APC's response to you details the reasons with some clarity. I will not repeat them in full here, except to say that the main impacts on the village are: the rural nature, traffic and the social fabric.

Impact on the rural village nature of Ardingly

Both the MSDC's Design Guide para 2.5.25 and Site Allocations DPD, and Ardingly's Neighbourhood Plan stress the importance of retaining the rural nature of the village. Yet the proposed site is wholly within the AONB, and directly borders both the conservation area and the built-up boundary. However sympathetically the development is built it will suburbanise the rural nature of this part of the village.

Impact of traffic

A significant proportion of the residents on the site will travel south down the High Street on a daily basis causing additional noise, pollution and congestion. The High Street already suffers from these problems and this additional traffic will also impact Street Lane which is a narrow road with many parked cars. I can see no easy solution to mitigate the increase.

Societal Impact

An extra 100 dwellings will have a significant impact on the character of our small village which is without a full range of services and with poor public transport. MSDC's selection criteria recognizes that 'the scale of this development is 'significant for the size of the existing village'. However, while some of the physical impacts are addressed, the societal impact on the community is not recognized but is a major concern with my friends & neighbours. In all the documentation I have read I can find no justification for more than Ardingly's residual housing requirement plus some contingency. I would like to propose that no more than 50 houses are built and that this should be on the eastern half of the proposed site. This would be a fairer allocation of houses to Ardingly, it would mitigate many of the downsides that APC have identified and would provide a reasonable income for SEAS.

524	Mr T Hughes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/524/1	Type:	Object
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I am writing regarding the above and raise the following objections and matters of concern.

Briefly, there is a serious lack of infrastructure, services and environmental issues , plus the more fundamental aspect of whether the Showground has the right to dispose of and financially benefit from land sale, given the Deed of Covenant which was created when the land was passed to it in the 1960's.

There is also a document making recommendations as to the suitability of the site, which is wholly inaccurate, as it was based on the situation in the village in 2004, as well as other serious misleading inaccuracies.

1.The Deed of Covenant created when the land was transferred to the South of England Showground in the 1960's, stipulated that the land was to be used for "Agricultural purposes".

2.The Showground, despite having "Charitable Status" is run as a Commercial business and employs several staff and a CEO. Salaries alone must be considerable and the Agricultural aspect has been taken over by commercial events.

3.Closer examination of the entire business structure of the Showground needs to be examined before anything else is done.

4.If the examination permits sale of land for development then the building of 100 houses is excessive, given the current size of the Village and population OF AROUND 1200.

5.Assuming AN AVERAGE OF 3 PEOPLE PER HOUSE, THAT MAKES ANOTHER 300 PEOPLE OR A 25% INCREASE.

6.The impact of this number of people AND VEHICLES, needs very careful scrutiny in terms of PARKING PROVISION, DOCTORS, SCHOOLS,SEWAGE DISPOSAL ,WATER SUPPLY AND SERVICES.

7.There are many examples of insufficient parking provision made available on both Monks Meadow and the five properties built behind Ardingly Inn and Holland House, where developers have only maximized profits in mind and make roads narrow, provide no or minimal on street parking, prohibit sign written or trade vehicles form parking on the "estate" and this results in displacement on to street parking, in turn creating difficulties for existing residents.

8.There used to be a DOCTORS SURGERY in Ardingly and several shops, as sited in the document based on the situation in 2004. THE NEAREST IS IN LINDFIELD, , NOT A "20 MINUTE WALK AWAY" but three miles. This is completely full, as are all the other Surgeries in Haywards Heath, likewise Dentists under NHS treatment, and the Princess Royal Hospital has been run down in favour of The Royal Sussex County in Brighton.

9.ST. PETERS PRIMARY SCHOOL in the Village, currently has some spare capacity, but has no additional land on the present site to expand. Most of the surrounding schools are under pressure due to the unrelenting house building taking place and approved, in Lindfield, Haywards Heath, Burgess Hill and just about everywhere else.

10.SEWAGE DISPOSAL is another major issue as the current site is up to capacity, and a completely new sewage works would need to be built. Southern Water has a very poor record for discharging untreated sewage and would be resistant to spend a considerable amount on a new site. This is a grave public health issue, as very recently, due to the heavy rain, sewage folwed out onto the path at the side of the Showground when the rainwater caused backflow to occur. The Shjowground currently "tankers" effluent direct to the site down from Lodgelands, when there are events at the Showground.

11.TRAFFIC CONGESTION is something of which we are all aware and is becoming worse by the day. The expansion of Gatwick and huge numbers of new properties , coupled with Ardingly College continuing to expand and encourage more and more day pupils, results in bad congestion around 8am and again later in the afternoon.Public safety is an ongoing concern of which the Parish Council are aware, but despite a survey, have not actually implemented any calming, with the High Street and College Road being dangerous places for pedestrians, especially the elderly and children.

12.Given the recent building of MONKS MEADOW, PLUS SEVERAL INFILLING PROJECTS, the Village has taken its fair share in percentage terms and agreed that a considerable number of new homes are built.

Has this been fully taken into consideration given that Monks Meadow was recommended as it would mean that no further large scale building would be imposed on Ardingly for several years?

Submitted for your information and consideration.



803	Mr T Hughes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/803/1	Type:	Object
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Briefly, there is a serious lack of infrastructure, services and environmental issues , plus the more fundamental aspect of whether the Showground has the right to dispose of and financially benefit from land sale, given the Deed of Covenant which was created when the land was passed to it in the 1960's.

There is also a document making recommendations as to the suitability of the site, which is wholly inaccurate, as it was based on the situation in the village in 2004, as well as other serious misleading inaccuracies.

- 1.The Deed of Covenant created when the land was transferred to the South of England Showground in the 1960's, stipulated that the land was to be used for "Agricultural purposes".
- 2.The Showground, despite having "Charitable Status" is run as a Commercial business and employs several staff and a CEO. Salaries alone must be considerable and the Agricultural aspect has been taken over by commercial events.
- 3.Closer examination of the entire business structure of the Showground needs to be examined before anything else is done.
- 4.If the examination permits sale of land for development then the building of 100 houses is excessive, given the current size of the Village and population OF AROUND 1200.
- 5.Assuming AN AVERAGE OF 3 PEOPLE PER HOUSE, THAT MAKES ANOTHER 300 PEOPLE OR A 25% INCREASE.
- 6.The impact of this number of people AND VEHICLES, needs very careful scrutiny in terms of PARKING PROVISION, DOCTORS, SCHOOLS,SEWAGE DISPOSAL ,WATER SUPPLY AND SERVICES.
- 7.There are many examples of insufficient parking provision made available on both Monks Meadow and the five properties built behind Ardingly Inn and Holland House, where developers have only maximized profits in mind and make roads narrow, provide no or minimal on street parking, prohibit sign written or trade vehicles form parking on the "estate" and this results in displacement on to street parking, in turn creating difficulties for existing residents.
- 8.It used to be a DOCTORS SURGERY in Ardingly and several shops, as sited in the document based on the situation in 2004. THE NEAREST IS IN LINDFIELD, , NOT A "20 MINUTE WALK AWAY" but three miles. This is completely full, as are all the other Surgeries in Haywards Heath, likewise Dentists under NHS treatment, and the Princess Royal Hospital has been run down in favour of The Royal Sussex County in Brighton.
- 9.ST. PETERS PRIMARY SCHOOL in the Village, currently has some spare capacity, but has no additional land on the present site to expand. Most of the surrounding schools are under pressure due to the unrelenting house building taking place and approved, in Lindfield, Haywards Heath, Burgess Hill and just about everywhere else.
- 10.SEWAGE DISPOSAL is another major issue as the current site is up to capacity, and a completely new sewage works would need to be built. Southern Water has a very poor record for discharging untreated sewage and would be resistant to spend a considerable amount on a new site. This is a grave public health issue, as very recently, due to the heavy rain, sewage folwed out onto the path at the side of the Showground when the rainwater caused backflow to occur. The Shjowground currently "tankers" effluent direct to the site down from Lodgelands, when there are events at the Showground.
- 11.TRAFFIC CONGESTION is something of which we are all aware and is becoming worse by the day. The expansion of Gatwick and huge numbers of new properties , coupled with Ardingly College continuing to expand and encourage more and more day pupils, results in bad congestion around 8am and again later in the afternoon.Public safety is an ongoing concern of which the Parish Council are aware, but despite a survey, have not actually implemented any calming, with the High Street and College Road being dangerous places for pedestrians, especially the elderly and children.
- 12.Given the recent building of MONKS MEADOW, PLUS SEVERAL INFILLING PROJECTS, the Village has taken its fair share in percentage terms and agreed that a considerable number of new homes are built.

Has this been fully taken into consideration given that Monks Meadow was recommended as it would mean that no further large scale building would be imposed on Ardingly for several years?

287	Mr A Hutley	Organisation:		Behalf Of:		Resident
Reference:	Reg18/287/1	Type:	Object			

I am writing to you about the horrifying discovery that a draft site allocation for Ardingly SA25 has been put forward. Ardingly village is a very special and unique. It has to fit in and work with the The South of England Show ground, the reservoir, Wakehurst Place and Ardingly College. No other village has to tolerate so much. We are very proud to have such a treasured mixed to live with. The village is very busy, which we all accept. This village cannot take any more traffic or building works on this scale. The school is running to it capacity and should not be put under pressure or strain. The high street is too narrow already without added traffic. Please go and talk to the people in the high street about the damage to their cars. The cars have their wing mirrors turn in. If you leave them sticking out, they are damaged within hours and the cars already have damage to the bumpers and panels. Please go and have a look. There is soo much traffic, that during the London to Brighton bike ride they even shut the road in one direct, no other village has to put up with that. The Show ground has an immense amount of comings and goings with traffic. Street Lane is soo narrow with cars parked either side, how can you get all of these lorries along this road. It is boarding on madness. Ardingly residents and Parish council do not want these houses. What about all of the noise, mess and dust in such a small village. This will put the village at risk. There is also the safety of the village, people and property. There are a lot of vehicles to build 100 houses. This is a lot house to build in such a small time and area. The village has been happy for a long time and should protect its self against such a radical change. Also there will be a strain on the water and sewage supplies. I have lived here for 50 years and am very happy, please don't let them spoil our village and put the village and the people at risk, Ardingly prides itself on its size and green landscape. This would ruin the views and culture of its nature. This does seem to be strange, why this is proposed. Please could you let me know, who owns the land, is it privately owned as it says on your website, or does a parish or council own this. Has this got to do with the show ground losing money, please get back to me, as this is very serious?

<b>731</b>	<b>Mr &amp; Mrs &amp; Miss J James</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/731/1		<b>Type:</b>		Object

This letter is to raise our concerns and objections with the inclusion of SA25 – the land west of Selsfield road, Ardingly (The Showground Red Carpark) in the draft MSDC Development Plan Document.

Ardingly is a small/medium size village that sits entirely within the High Weald Area of Outstanding Natural Beauty and has a clearly defined character that should be protected, maintained and developed in a sensitive manner.

The red carpark, although owned by the South of England Showground, is a major asset for the village that is widely used by our community and is in close proximity to the village giving access to; families with young children to ride bicycles and scooters in a safe environment (most locally born children first ride their new bicycles on or around the red carpark with their families), easy access to the old and infirm to the countryside and is a major local dog walking area.

The views into either end of the site (west and east) are beautiful and as part of an area of outstanding natural beauty should be protected.

The site sits wholly outside of the defined built up area of the village and borders the conservation area of the village. The building of 100 homes here will suburbanise this area, impacting the character and views of this part of our village, especially when driving from the north along the B2028 and when driving along Street Lane past the grade 1 listed church and other listed and historical buildings in the conservation area.

It has been argued that there is a need to sell this land for the showground to survive. We do not believe that this is a fact. We understand that the showground is losing money and that the village should support the showground to turn around its fortunes. However, releasing capital without a fundamental change to the root causes of the showground’s issues will only delay and/or exacerbate the problem and may lead to a precedent where more land will be put forward and accepted for development as the area will already be suburbanised.

The MSDC policy DP6 – Settlement Hierarchy does not support the allocation of this site or its development.

Specifically, the following statements within DP6 illustrate this:

1. “The amount of development planned for in each settlement will need to have regard to this hierarchy, but also take account of local development needs including housing and any significant local constraints to development.”
2. “Within defined built-up area boundaries, development is accepted in principle whereas outside these boundaries, the primary objective of the District Plan with respect to the countryside (as per Policy DP12: Protection and Enhancement of Countryside) is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there.”
3. “The growth of settlements will be supported where this meets identified local housing, employment and community needs. Outside defined built-up area boundaries, the expansion of settlements will be supported where:
  1. The site is allocated in the District Plan, a Neighbourhood Plan or subsequent Development Plan Document or where the proposed development is for fewer than 10 dwellings; and
  2. The site is contiguous with an existing built up area of the settlement; and
  3. The development is demonstrated to be sustainable, including by reference to the settlement hierarchy.”

As regards to the above statements from DP6 we have these comments to MSDC on the selection of the site which we would appreciate specific responses from MSDC why the policy is not being upheld regards to this site?

“The amount of development planned for in each settlement will need to have regard to this hierarchy...”.

We understand that the village needs to continue to gradually develop. Ardingly has already completed or committed to build 53 houses, up to October 2019. This leaves a minimum

residual requirement of 22 within the development plan period up to 2031. This proposed development of 100 is close to 5 times this residual! There are other more appropriate sites in the village that would deliver Ardingly's residual requirement and local growth, if required.

The number of residual houses required by MSDC from October 2019 -2031 is 1,507. This is met in full by the site allocations within Category 1 and Category 2 settlement types of SA11 (1,647 dwellings), plus the 588 expected windfall dwellings this makes a total new housing supply of 2,235 dwellings. A buffer of 728 houses to meet MSDC's residual requirement.

Therefore, there is no need for a development of 100 houses in Ardingly.

".. But also take account of local development needs including housing...."

The current Ardingly Neighbourhood plan provides for an increase of 37 new dwellings between 2013-2031, made up of allocated and windfall sites. This number has already been exceeded (53 committed and completed) and there is no local need for more housing in the village currently. The other development needs of a sustainable showground and primary school will not be addressed through this development as there are other fundamental issues that need to be resolved.

"....and any significant local constraints to development."

The village high street is built along the B2028, a busy route. Due to the historic nature of the High Street, we understand that there is little that can be done to mitigate the impact, of increased levels of traffic, a development of this size and location will create in the village.

The High Street has parking for residents and users of services on the High Street (Post Office, Antique shop, Chinese takeaway, Hapstead Hall, Dive Shop) down the western side of the road, which should be protected for both residents and the local business needs. This parking does slow traffic through the village, which is positive, but it also creates a bottleneck for traffic travelling both south and north along the B2028 and an increase of daily traffic from 100 new houses will have a significant impact.

"...whereas outside these boundaries, the primary objective of the District Plan with respect to the countryside (as per Policy DP12: Protection and Enhancement of Countryside) is to secure its protection by minimising the amount of land taken for development and preventing development that does not need to be there."

The site is wholly outside the defined built up boundary and therefore the primary objective of the District Plan should be the protection and enhancement of this site. As previous points there is no need for development of this site and should therefore be prevented.

".... Outside defined built-up area boundaries, the expansion of settlements will be supported where:

1. The site is allocated in the District Plan, a Neighbourhood Plan or subsequent Development Plan Document or where the proposed development is for fewer than 10 dwellings; ..."

This site is not in the Ardingly Neighbourhood plan, the current district plan or other development plan document and is over ten times the development size of "fewer than 10 dwellings."

"....; and

3. The development is demonstrated to be sustainable, including by reference to the settlement hierarchy."

A development of this size, an increase of over 13% on existing household numbers in the village (currently circa. 750 households vs 100 new households), will have a significant change impact on

the social nature and infrastructure (traffic, transport, parking, sewage, green space, utilities) of the village. The village has limited services with; no medical centre, few leisure facilities, limited public transport, poor mobile and broadband coverage and a waste capability that does not meet current demand. The Lindfield medical centre is full, so new residents will need to travel even further afield for medical services.

The impact on parking and traffic in the village will be high and there is no recognition of this in the Infrastructure Development Plan or in the Planning Principles for this site.

In the Traffic light measure of the 17 criteria used by MSDC as part of the down selection MSDC have rated:

#1 AONB – as Moderate Impact. It seems that this rating by the AONB unit is based on the showground to the north of the site limiting impact on the countryside. However, the views to and from the east and west of the site will be impacted and suburbanisation of this area will have an impact on the access and views of the countryside. The impact of this many houses on our village will also be significant and integration into the village will be very difficult with a 13% increase in households. DP16: High Weald Area of Outstanding Natural Beauty; also supports the prevention of development on this site as per the following statements within the policy:

“National policy also states that planning permission should be refused for major developments in these areas except in exceptional circumstances and where it can be demonstrated that they are in the public interest.”

There are no exceptional circumstances or any public interest in a major development of this size in Ardingly. Due to no local need for housing of this magnitude, MSDC over supply of housing sites in more favourable strategic sites and no economic or social benefit from the development of this site. In fact, we believe, a development of this size is against the interest of the village.

“Development on land that contributes to the setting of the AONB will only be permitted where it does not detract from the visual qualities and essential characteristics of the AONB, and in particular should not adversely affect the views into and out of the AONB by virtue of its location or design.”

This site which borders the village conservation area and has beautiful views into the site from the east and west and views out of the site will impact the character and visual qualities of the AONB by building houses on this site.

#10 Highways – this has not been rated. This is a severe oversight when allocating this site as the traffic at peak times will be impacted with this amount of new homes. The traffic along College Road will be significantly heavier and back up of traffic outside Ardingly College will be exacerbated. We have been told that the model used to understand the impact of traffic is not fit for purpose. i.e. it does not take into account parked cars/narrowing of lanes or peak flow into local services (Ardingly College and St. Peter’s School).

#11 Local Road/Access - as Minor improve. This is not the case as there will be a significant impact on the High Street as mentioned previously, which we believe will be hard and/or unlikely to be mitigated based on past experience. i.e. when Standgrove field was developed. Depending on where access to the site is located there may also be a significant impact on Street Lane which is already congested due to parking limitations in the village. The impact will be a build-up of traffic, pedestrian safety, parking in the village for users of the services and open space around the showground, noise and emissions pollution with increased stationary traffic on the High Street. This criterion #11 should therefore be rated Red – Severe.

#13 Infrastructure – as Infrastructure Capacity. This is not true. The ability of the sewage plant to handle the village waste is already insufficient with waste having to be removed by lorry as the sewage treatment plant does not have capacity, this is exacerbated when there is a show on at the showground. This ability to deal with waste will be severely impacted by 100 new houses if capacity of the treatment plant is not increased. There is also poor mobile and broadband provision through parts of the village which will be impacted further by this development.

#17 Public Transport – as Fair. There are bus stops in the village and close to the proposed sites however the service is infrequent, and the morning and end of school day buses are not suitable for all elder people as they are full of school children whom some elderly people find intimidating. The other rejected sites in the village had a Poor rating even though there is no significant difference between the frequency or distance to the bus stops from each site.

In conclusion, MSDC do not appear to require this site to meet the MSDC requirement of 1,507 houses by 2031. The Ardingly Neighbourhood plan appears to have been ignored as there is no need locally for a development of this size or for a site requirement outside of the defined built up area. The size of the development will have a significant impact on the nature of the village, being an increase of 13% of current households. MSDC policies to protect the nature of the countryside, current settlements and AONB seem to have been ignored. There appear to be significant impacts on the village that have not been taken into account in the selection of the site, which may be hard or unlikely to be mitigated.

For the above reasons we believe that MSDC should remove this site from their Development Plan Document and allow the residents of Ardingly to take the time and to use local knowledge to investigate whether any further local needs for housing are required, whether there are better sites to meet any need and to update the current Neighbourhood Plan once MSDC have issued their

new guidance.  
We look forward to hearing feedback on our points.

877	Mr & Mrs P Kelly	Organisation:		Behalf Of:		Resident
Reference:	Reg18/877/1	Type:	Object			

In favour:

- Ardingly as a village could sustain a limited amount of new housing. This could benefit the community if it made it possible for more families to move in, as it would make the village school more sustainable, and provide more custom for the shops and other services in the village.
- It would help the village if provision was made for more playground space for the primary school, more and better-sited parking for the school and a new site for the scout hut.

Against:

The proposed development of 100 homes is too large. My concerns are as follows:

- Traffic: we are already choked with traffic, especially at morning and evening rush hour and school pick-up and drop-off times. The High Street is frequently very difficult to get through, which contributes significantly to air pollution. While many vehicles from the new development might go north to Turners Hill, many would probably also go south through the village towards Haywards Heath. (One of the reasons for permitting the development of Monks Meadow [Standgrove Field] by the college was that the traffic would not go through the centre of the village, because it would go southwards – it is naïve to think that some traffic from the showground development would not go south through the High Street and College/ Lindfield Roads.) We already have a major problem with the high frequency and excess speed of traffic. Currently no effective measures have been put in place to calm traffic and reduce its speed (indeed I am writing this the day after a resident’s car parked on College Road was badly damaged during the evening rush hour).
- Access: there has been a suggestion that access to the proposed development would be from Street Lane. If that is the case (and I recognise that this may just be misinformed gossip!), it would be little short of mad, as Street Lane is a small road and already under intense pressure at school pick-up and drop-off times. Access for any proposed development should be from the High Street/Selsfield Road side.
- Poul waste drainage: I believe that the waste treatment system for the village, sited below the south end of the village, is not capable of coping with the extra load of big events at the showground. I suspect that the addition of 100 homes would put the system under too much pressure. As it is, residents on College Road and Lodgelands (in particular) have to put up with extra water treatment lorries making their way to and from the treatment works at certain times.
- Public transport: currently public transport provision is limited, which makes it difficult for individuals and families who are unable to run a car to get to Haywards Heath or Crawley. A more frequent bus service would be needed if we had more affordable housing.

Conclusion:

I believe that a limited development of, say, 30 homes (maximum 40) on a section of the show ground site contiguous with the current recreation ground would, on balance, be beneficial to the community, as long as at least 25% were made available at affordable rents to people with historic links to the community, or people on low incomes from outside, and extra provision made for the primary school – see above under ‘in favour’.

More than that would have a detrimental effect on the infrastructure of the village and the quality of life of people living on the main through routes.

1271	Mr patrick Killian	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1271/1	Type:	Object
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I Object to the inclusion of this site in the Draft Allocation Document

I have lived in Ardingly since 1950. At the time he gifted it to what became the SEASI, I remember being told that it was Sir Henry Price definite wish that if the showground should ever close, or change its purpose, the land it occupied should be arranged straight away to agriculture.

The Legal Agreement signed by the S.E.A.S and Mid Sussex District Council dated 15 November 1988 sets out these terms and respects his wish. As he wanted it restricts the uses to which S.E.A.S. can put the land while it occupies the site.

There is a public footpath through the showground. This contributes to the necessary amenity and leisure spaces required by residents and should be kept.

1304	Mr P Killian	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1304/1	Type:	Object
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I Object to the inclusion of this site in the Draft Allocation Document

I have lived in Ardingly since 1950. At the time he gifted it to what became the SEASI, I remember being told that it was Sir Henry Price definite wish that if the showground should ever close, or change its purpose, the land it occupied should be arranged straight away to agriculture.

The Legal Agreement signed by the S.E.A.S and Mid Sussex District Council dated 15 November 1988 sets out these terms and respects his wish. As he wanted it restricts the uses to which S.E.A.S. can put the land while it occupies the site.

There is a public footpath through the showground. This contributes to the necessary amenity and leisure spaces required by residents and should be kept.

661	Ms J King	Organisation:		Behalf Of:		Resident
Reference:	Reg18/661/1	Type:	Object			

I am writing to express views on the proposed development of up to 100 houses on the South of England Showground. While we welcome more houses being built in the village, we do have concerns about the scale of the plan and its likely impact on the village of Ardingly.

We live directly opposite the proposed site and can see the space that is up for development from our home. It is a good site for housing but it feels like 100 properties would double the size of the village and put untold pressure on our high street and fragile infrastructure.

Most family homes these days have two cars. Does that mean we will have almost 200 more cars passing through the village? The high street simply could not cope as it is already over congested and highly dangerous for motorists and local people living nearby.

It is highly questionable whether public transport and other facilities, as they are now, are sufficient to handle the needs of families from 100 houses. Buses are few and far between each day and the nearest train station is 15 minutes away at Haywards Heath. GP surgeries can only be accessed by bus or car not on foot.

Getting in and out of the village via the high street and College Road is currently difficult due to the volume of traffic (lorries and cars) and the fact that many local residents park on the main highway limiting the throughfare. If you add more cars into the mix, it will be gridlock.

The allocation of public space and parking space on the plan seems pathetic for the number of properties proposed,

There would be considerable local uproar if another development goes up in Ardingly without accommodating the need for low cost housing for local people. The last development built in College Road contained very little low cost housing with most properties selling for £1m. That development was built and designed to fit in well with the heritage of nearby buildings and has subsequently been seen as an asset to the look and feel of the village. We would therefore hope that any new development at the showground is of similar design to aesthetically fit in with the character of Ardingly. In contrast, just a few miles up the road in Crawley Down there have been recent housing developments that do quite the opposite and look like prison blocks. Not fitting in well with their surroundings.

Finally, we can see that some housing development on his site could be a positive thing for the village, bringing new children to the parish school, new business to the post office, pubs, café and showground. But the scale of it needs adjusting.

In recent years, some activities at the showground have caused hardship to the village through congestion and noise. It is imperative that fair consideration is given to the level of disruption on the village caused by construction over several years.



**1294** **Miss S Laker** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I understand that proposals are being put forward to build 100 new homes on the Southern border of the South of England Showground.

The Ardingly Neighbourhood Plan 2013-2031 allowed for at least 37 new homes in the village and these were built on Standgrove Field. In addition to these other properties have also been built in the village in recent years.

No mention of selling part of the Showground was made in the Neighbourhood Plan and it is only 2019, not 2031.

100 dwellings are proposed which far exceeds the number agreed in the Neighbourhood Plan. A large development on this scale on showground property would spoil the nature of the village. I cannot support this proposal at all.

**544** **Mr D Leigh** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I am writing as a resident of Ardingly for the past 20 years living across the road from the site SA25, Land West of Selsfield Road:

1. St. Peters Primary School (which both my children attended) is adjacent to the site and does not have a playing field. It is very poorly provided for in terms of space compared to almost every other primary school in mid-Sussex. It has had a "temporary" portacabin-style classroom that has been there for over 20 years. I think a key condition of this development should be that a dedicated, secure, full-size playing field is provided for the school. This is a last chance to rejuvenate a declining village school. Properly designed this playing field could be shared with the community out of school hours.

2. The document mentions "Provision of replacement Scout hut and associated parking". Really the scout hut needs to be relocated to some other part of the village and the land given over to the adjacent primary school for the reasons I give in Point 1.

3. The site is currently used as a car park for the South of England show and other large events. Several times year it is completely full with several hundred cars. The access road to the proposed residential site is also one the main entrances to the Ardingly showground - would it be dual use after the development? How do SEAS propose to make alternative parking arrangements or are they intending to reduce attendance at their events? There have been a number of large music events in recent years where the parking arrangements have been poorly managed causing frustration for attendees and residents alike. There is a surely a high risk that this development will cause serious parking and traffic issues (especially for residents of the new homes) - SEAS need to explain what they are going to do manage this.

4. The most recent housing development in Ardingly on College Road comprises high-end houses that were explicitly marketed at families looking to send their children to Ardingly college. Please don't let this happen again, we need affordable houses and flats for working families.

968	Mrs J Lewis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/968/2	Type:	Object
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The site by the B2028 road is a relatively good site for development but should be smaller for sustainability reasons, with a maximum of 50 houses near the road, not 100 across a large field :

1. 100 new homes would significantly worsen traffic and pollution through the village on the busy B2028 and College Road. The flow of traffic through the narrow Ardingly High Street is already heavy as through traffic is increased by the proximity of the National Trust's most visited UK site at Wakehurst Place, Ardingly College school (nearly 1000 pupils), heavy lorries for the Hanson Works at Avins Bridge and the Ardingly Showground itself.
2. Ardingly has already taken an allocation of housing with the development of Monks Meadow in 2017
3. Access from Street Lane should be avoided because the road is almost single lane in places and has St Peter's Primary School.
4. More should be required from developers in managing traffic resulting from housing expansion anyway on the grounds of sustainability and improving local facilities such as a purpose built cycle path into Haywards Heath.
5. The type and architecture of any new development should be in keeping with the character of this historic Sussex village.

1063	Mr M Lewis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1063/1	Type:	Object
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Whilst I am not objecting to some development of the area that has been identified the amount of houses that is being proposed (100) is in excess in terms of need and appropriate scale for a village of Ardingly's size.

The infrastructure in the village (a limited bus service, small amount of shops, no medical services, no pedestrian crossing, one way in - one way out) is simply not set-up to cope with such a large scale development and not in keeping with a rural setting.

The site itself whilst not ideal is certainly stronger than Butchers Field and other potential areas around the Village, a smaller scale development (approx 35) would have the potential to add to the Village rather than swamp it with its sheer size.

Careful consideration should be made to the style and size of each dwelling so that they are in keeping with the history and nature of a West Sussex property, Monks Meadow would be a example where I believe that the developers did a good enough response to the brief.

It should be worth mentioning that the South of England Agricultural showground has changed its consultation evening until after the closure date for this process, this seems a very strange and unhelpful position for the local residents to e able to make a fully informed response.

800	Mrs B Lucas	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/800/1	Type:	Object
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We realise that new houses are needed - and that the Showground Red Car Park lends itself as an ideal place in many ways, not least because it's on the edge of the village. However, we are already extremely concerned about the problems of disposal of sewage in this area of Ardingly. Oaklands lies alongside Street Lane. Just outside our daughter's house (21 Oaklands) is the pipe which takes the sewage from the pumping station at the bottom of the hill by Fairfield Close and up past the Oak Inn. There is an inspection cover in the middle of the footpath by 21 & 22 Oaklands, which spews out sewage when the pump is operated. (Many children use this path en route for school.) In the past 2 or 3 years many residents have complained, as a result of which SE Water has made visits, but the problem has not been resolved. It would seem necessary to cure this problem before it is added to!

Most of our local amenities are very overstretched: we have difficulties getting appointments at Lindfield Medical Centre, and long waits for Hospital treatment & operations. In summer we suffer from drought: can our water supply cope?

Will there be sufficient school places, as all Primary School children should be able to go to school in the village where they live.

Ardingly High Street teems with traffic, and parking is nigh impossible.

Can Ardingly cope with 100 more dwellings?

437	Mr M Margrett	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/437/1	Type:	Object
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As a resident of Ardingly, I am concerned to learn of the proposal to build up to 100 new houses on an area of the Showground. Having undertaken the recent development along College Road, it was my understanding that no further building could take place for ten years, of which I imagine four or five have passed. I appreciate the need to find further space for additional housing in due course, however I think that the number of houses proposed will place a disproportionate burden on the village in terms of extra motor traffic, congestion and services. i would prefer a staged development plan, perhaps 3 or 4 phases, to allow the present community to absorb the additional population. I am trying to take a balanced view of the proposal, but if push came to shove I would raise objections to it in its current format.

1079	Mrs R Mcnamara	Organisation:		Behalf Of:	Sussex Bat Group	Resident
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Reference:	Reg18/1079/1	Type:	Object
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Photographs

Dormice and bats are protected and are very noise sensitive.

Drainage installed due to run off water from site.  
During heavy rain the properties at Holmans get flooded by run off water from the showground. They flooded frequently, causing damage and access issues, so drainage was installed. During heavy rain flooding is still an issue due to clay soil and the fact the showground lays just above these buildings.

Bat roost in mature oak next to site.

Timetable of the only bus that serves the village. This bus runs from Crawley to Brighton and back, it is a long route and so the bus often does not turn up due to problems en route. It is also rarely on time because it's a long and congested route. The transport links in the village are very poor. This has an adverse effect on those without transport. Teenagers are very bored here and there is petty vandalism linked to teenage boredom issues. Housing should go in areas with access to services as it is unfair to leave people without access to basic services.

Re Planning proposals/ consultation SA25 of the greenfield site that sits wholly within AONB in Ardingly village. Currently used as an occasional events car park for the south of England show ground.

I am against the proposed application for the following reasons and also the above photographed reasons.

1: The site is unsuitable for the proposed large scale housing development. It is wholly within an AONB and in the centre of busy footpaths. It would ruin the character and look of the entire village. It would ruin walking tourism in the village. The walks are popular and are in most walking guides, this is a top walking route and probably one of the most popular in the region due to views of unspoilt countryside, wildlife, birdsong etc. The Norman church next to the site also use the proposed development site as a car park for events, the church has no parking and so needs to use the site for parking at weddings and funerals. The village car park is too far away from the church. This is because Ardingly was once 2 villages, the church is in the original historic village of Ardingly and the current village car park is in Hapsted where the main road runs through. The church should have continued parking access on the proposed development site, the village needs access to parking for funerals, weddings etc. The proposed development would remove church parking facilities. Without parking the church could fall out of use and into disrepair. The visual impact of a large housing estate in the centre of a small historic village would ruin it. The listed buildings next to the site would be adversely affected and the view of these would be blocked by the large housing estate.

2: Flood risk from run off water.  
Extensive drainage was installed at Holmans due to run off water from the showground site. The showground sits above the properties at Holmans and they flood. During heavy rain run off water flooding is still an issue. The proposed development would increase flood risk of properties below it.  
Toxic run off water into the nature reserve and reservoir below site. There is a risk of toxins from any building site running into the nature reserve and conservation area below the proposed development site. This could endanger the ecology.

3: TPOs. There are several oaks of significant age and character adjacent to the site, there are also trees on the site and mature wildlife rich hedgerows surrounding the site. There are known bat roosts in the oaks in the park next to the proposed development site. It is likely there are bats in many of the trees around the site. Bats forage on this site for much of the year and can be seen here every evening during "bat season". Bat surveys need to be done particularly on the edge between the park and the showground as bats are always seen here and in good numbers. There are different types and some may be rare as very rare species are recorded nearby.

4: The Loder valley nature reserve is directly below the proposed development site. The proposed development would pose a risk to this site, from noise, chemical pollution, habitat losses. The reserve is an 150 acre reserve, supporting 300 plant species, including dormice, badgers, kingfishers, osprey, little egrets and Marsh tits. There is also a dormouse recovery program onsite and there are many nesting boxes in the vicinity of the proposed development site.

5: The Roman road that runs adjacent to this site and across the showground would be adversely affected by proposed development. This feature is under utilised and should be restored and signposted to encourage tourists, preserve history and enhance the village. The showground should take better care of the Roman road section on their site. This would boost the local economy and help the village attract more visitors and tourists.

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Infrastructure issues

Roads: local roads are often congested. The roads here are country roads and are frequently dangerous and muddy/ slippery. In winter the roads are very poor around the village. Some of the routes out of Ardingly are single track lanes and are impassable in icy or bad weather.

Input from village as to its needs:  
The showground should know better here and it would appear that they are being mislead by developers who wish to gain maximum profits from their charity. A charity should consult its members before this proposal was put forward. The villages needs should go before the financial needs of developers.  
The village needs are:

- A GP surgery
- A larger primary school with a playing field or just a new playing field.
- A church car park
- A transport service or regular 7 day transport service/ bus.
- A youth group or activities for teenagers.
- A new scout hut as the current one is decomposing and has broken windows and is too small.

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The village currently has a post office but the owner is retiring and it is unlikely that the shop or post office will stay in the village long term. The place runs on Commission only and is not sustainable. Once this goes then there would be no services or shop.

Bus services here are very poor as described above. See timetable for details.

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To conclude this proposed development site is unsuitable for many reasons. There are other more suitable sites in the village. There are many more suitable sites in the region I. The hard standing site the other side and at the front of the showground would be less impactful and less damaging to the village. The needs of the village need to come before the profits of developers.

Drainage installed due to run off water from the site.

Dormouse conservation project next to site. There is a large scale dormouse conservation project at the nature reserve next to this site. There are also dormice in the hedgerows along the site and in nearby woods.

The current scout hut is not in good condition and is not large enough for the groups needs. They currently use the proposed development site for activities. They are next to the proposed development site and an application for development would have an adverse effect on them.

Green field site that is wholly within AONB, currently used by local schools and groups as an exercise area, is popular with dog walkers, runners, hikers etc. Is used occasionally by South of England showground as an events car park near to their red gate entrance.

The Loder valley nature reserve is next to and downhill from the site. Noise and pollution from run off water would endanger this conservation area. The dormouse conservation project is on this site. Other protected species are also present.

The nearest GP is full and is also a long distance away. It is not walkable as there are no pavements en route. The cross country route is muddy and has many stiles. The bus service is not reliable and is very infrequent. The village needs a GP surgery and an application for this would have been more appropriate for the site and less impactful. The community needs should come before anything else. A GP surgery is urgently needed as people cannot get to medical appointments from here via public transport links. There are no GP places to support new residents.

The district plan has stated 22 homes are needed to fit with Ardingly's infrastructure issues and needs ( lack of services/ transport). The application is for 100+ dwellings. The village cannot accommodate the scale of development and has no services to support large scale development.

Local cubs, beavers, scouts use this site as it is next to their building ( as seen in their activities photos ). They don't have enough room on their site to fulfil their needs. They are a large and popular group which is full and with waiting lists, children travel from outside the area to this group as it is very popular.

Noise from the site would have a negative impact on protected species and residents and users of the site.

Popular public footpaths run next to the site, these are busy and are listed in many uk walking books. The paths are popular with walkers and ramblers, the views would be spoiled by development .

The Primary school currently use the proposed development site as an exercise/ activity and play area, this is because their current playground is not large enough for their needs. The school is nearly full and they could not take the number of pupils from the proposed development. The staff at the school were clearly and openly upset by the Showgrounds proposed development application. It's size shows a disrespect and disregard for local needs and the community as a whole. A new larger school with a large outdoor space would have been a more appropriate planning application for this site. The current school site would be more appropriate for housing. This would help relieve traffic issues caused by the school and also lessen environmental impact.

Mature hedgerows with Parkland and mature trees, bats roost in nearby trees and are recorded foraging regularly on this site. Species not identified and a survey should be undertaken. Very rare species are recorded near to this site.

Flood drain installed in park below site to assist with flood problems.

Mature hedgerows and trees support a wide variety of wildlife on site. Bats are seen regularly and swallows are present all summer, showing that this habitat is insect rich and valuable for wildlife. Protected species on site and this is their foraging ground.

Long lines of mature hazel hedgerows support protected Dormice.

1076	Mr W Meldrum	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1076/1	Type:	Object
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1) We prepared and had accepted a Neighbourhood Plan some years ago. This was ratified by MSDC. In it we accepted circa 30 houses to meet the housing needs of the county. From memory, we took one or two more than we felt we should, but the size and placing of the development was appropriate for the village. This proposed development is over three times the size and in complete contravention of the Neighbourhood Plan. I believe one has to have some flex in plans and so taking an additional 5-10 houses might be understandable. This size of development is not. If MSDC had previously signed off our Neighbourhood Plan, it is legally questionable how it is not proposing to contravene it.

Worse, the Neighbourhood plan was developed by the village in consultation with the village. This development is being foisted on the village with no appropriate balance.

2) The access to the site is inadequate. It is not a surprise that the proposal has no defined access point, as there is not one. If the site were to be accessed via Street Lane, it is not big enough to manage the 400+ car movements expected from the site each day. Street Lane is narrow. Cars need to stop to allow each other to pass. Equally access north of the high street is not suitable as the majority of the cars will go to the south to the nearby town to go to the station, shops, schools and entertainment. The High Street is also narrow and again cars have to stop to pass through it. This is one of the reasons we chose Standgrove to site our newest development following the Neighbourhood Plan.

3) The site is in the AONB and adjacent to the Conservation area. It will impact the Church.

4) The very large size of the development is larger than any other development in the whole of Ardingly. It will upset the balance of the village and the feel. Development should be in smaller developments.

5) The South of England Showground use the space for parking, events and more. If lost, it is not clear where they will park cars and create great pressure on the rest of the village.

6) The local infrastructure of the village is lacking. We have little / no public transport (a few buses a day), we have one small postoffice with a small amount of food that is in the process of being sold and no other public amenities. Therefore people will have to travel to nearby towns to get services. This is therefore not sustainable development and emphasizes Ardingly as a "dormitory village".

I wish to state that I am not a "NIMBY". I led the development of the Neighbourhood plan but developments need to be suitable to the size of their connurbation that they are being added to, the wider facilities, like schools, need to be taken into consideration and overall development needs to be Sustainable. This proposal is not.

<b>1071</b>	<b>Ms M Meldrum</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1071/1	<b>Type:</b>	Object
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I am severely disappointed with the proposed development of site SA25, 100 houses to be located at the South of England Showground in Ardingly. It is not only in an area of outstanding natural beauty (AONB) and adjoining a conservation area, but it is also on a site whose mission is to support agriculture, not development. The scale is completely disproportionate to the village and ignores the ratified neighbourhood plan. Ardingly has made allowances for development. Standgrove was identified and developed as a result of the neighbourhood plan. An additional 100 houses will put unimaginable strain on the structure of the village. The school is already struggling. And the roads are already clogged and dangerous. There was an accident just the other day on college road and I can't imagine how many more there will be when there are 100 more houses with up to two cars each in the village. We have been actively campaigning to control the 30mph speed limit to make it safe to walk around the village, this will only be exacerbated by additional traffic.

We chose to move to Ardingly because of its commitment to village life and support of the countryside. This seems to be an irrational desire to build extra houses without considering the local need or capacity of the area to support it. The neighbourhood plan was worked on collectively to share our outlook for the future. To have this completely ignored is disappointing and would fundamentally change this lovely area of outstanding natural beauty forever. We would have to consider moving should this go ahead. I hope that the voice of reason will prevail and we will move forward with a more thoughtful development plan.

<b>1334</b>	<b>Mrs R Molany</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1334/1	<b>Type:</b>	Object
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I have the following comments on the South of England Agricultural Society Site, just North of the recreation ground Ardingly.

1. 100 houses is far too many, current housing in the village is 750, S, mark that 10%. I could support up to 50 houses.
2. There should be a range of house sizes, ie. Retired couples, single people, families, disabled people and of course at least a third to be social housing, part buy and affordable rents.
3. It is in a conservation area and an AONB, there should be a higher standard if build
4. The showground is very noisy, fireworks, dogs, cars, machinery, public address systems, popconcerts, marching bands, etc; So I suggest a tree and bush screen the north side of this development, between that and the car park.
5. Each house should have at least a garage for 1 car, and a carspace we don't want more pressure on village car parking.
6. Car movements will be at least 2 per house per day, and delivery vehicles coming in ,exit and entrance should be on Selsfield Road and not Street Lane.
7. Proper plans for increased drainage and seweige. Eg when SE as inproved their drainage, there was flooding in cellas and house, the other side of the Tennis Courts.
8. Planning again monies should not be send to local towns or other villages that all kept in Ardingly, if section 106 still exists, use it.
9. This should not set a template, future houses should be foisted on Ardingly for at least 5 years after the date of completion. We have just had 39 houses on Ardingly College site.

Some ideas for community provision

1. Surgery, waiting & Physio room in Ardingly.
2. Fruit orchard to be looked after by villagers and volenteers, plus possible help from the show ground.
3. Quiet garden for mentally stressed, blind elderly and anyone wanting peace; planted with sensory plants, lavender etc and same nice seats.

Where will the cars park for shows that are displace, by this development?

What have SEAS got in mind.?



1383	Mr & Mrs B Moon	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1383/1	Type:	Object			

I write with comments In relation to the proposed allocation of land west of Selsfield Road for housing as set out in The Site Allocations DPD Sustainability Appraisal (incorporating Strategic Environmental Assessment) Regulation 18 dated September 2019.

Whilst the need for additional housing in both Ardingly and Mid Sussex is accepted the proposed scale of any such development needs to be both sustainable and proportionate. The proposed allocation of this site is neither sustainable nor proportionate for a number of reasons outlined below:

1. ANOB — Ardingly sits within an Area of Outstanding Natural Beauty (ANOB) which has been designated for conservation due to its significant landscape value. The proposed scale of the development would alter the character of this rural village by imposing a significant suburban development at its fringe.

Within the ANOB any proposed development should be proportionate and maintain the character and integrity of the village. This proposed site allocation is disproportionate in both size and scale.

2. LACK OF INFRASTRUCTURE — The proposed allocation of this site does not include any new meaningful improvements to the local infrastructure. in particular, there will be no additional school places, public transport improvements or health facilities. The village has a small primary school, no health service facilities or railway station. The nearest health facilities are situated in Lindfield which is not accessible on foot and has an infrequent bus service. The nearest mainline railway ta(ions are situated at Haywards Heath and Balcombe neither are within walking distance of Ardingly. Both of these stations have no available car parking after 8.00am.

3. DETACHED FROM THE VILLAGE — the proposed site Is detached from the rest of the village. As such, it is effectively a standalone site which does not adjoin the village. Smaller, infill development doser to the village centre and the existing, limited facilities would be far more appropriate.

4. HIGHWAYS/TRAFFIC — Ardingly College, the villages largest employer, already produces significant traffic jams at the beginning and end of the school day. The local road network simply does not have the capacity to accommodate the additional traffic generated by a further loo households. The proposed site running from Seistield Road to Street Lane would undoubtedly require vehicular access from Street Lane. Street Lane is a single track road which narrows in places and it is already difficult for vehicles to pass one another. Street Lane is a wholly unsuitable means of access to a development of this size. It already provides access to the primary school and there is insufficient car parking for the existing population. Under the terms of an Agreement dated 15 November 1988 between The South of England Agricultural Society and Mid Sussex District Council the use of Street Lane for access to the Showgrounds was prohibited except for very limited hours during the Society’s Annual Show.

Given the self evident difficulty of using Street Lane for access to either the Showgrounds or the proposed development site any development on this site should be restricted to an area that is wholly capable of being accessed from Selsfield Road (B2028). Selsfield Road, having previously been upgraded to accommodate the traffic generated by the Showgrourids, has far greater capacity for the increase in traffic that will be generated by any residential development on this site.

5. SUSTAINABILITY — Ardingly currently provides approximately 600 houses.

The addition of a further 100 houses would increase the size of the village by nearly 15% which is wholly disproportionate. The Mid Sussex District Plan, which was only adopted in March 2018, identified Strategic Housing Allocations including at The Northern Arc at Burgess Hill. This area has had substantial investment in new infrastructure including the provision of new schools and roads. This is surely the area where new housing provision in Mid Sussex should be concentrated.

I trust that the above comments will be fully considered and the size and scale of this proposed allocation be reduced substantially. Please keep me informed of the next steps in this process.

<b>758</b>	<b>Mr B Moon</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/758/1		<b>Type:</b>		Object

I write with comments in relation to the proposed allocation of land west of Selsfield Road for housing as set out in The Site Allocations DPD Sustainability Appraisal (incorporating Strategic Environmental Assessment) Regulation 18 dated September 2019.

Whilst the need for additional housing in both Ardingly and Mid Sussex is accepted the proposed scale of any such development needs to be both sustainable and proportionate. The proposed allocation of this site is neither sustainable nor proportionate for a number of reasons outlined below:

1. **ANOB** – Ardingly sits within an Area of Outstanding Natural Beauty (“ANOB”) which has been designated for conservation due to its significant landscape value. The proposed scale of the development would alter the character of this rural village by imposing a significant suburban development at its fringe. Within the ANOB any proposed development should be proportionate and maintain the character and integrity of the village. This proposed site allocation is disproportionate in both size and scale.

2. **LACK OF INFRASTRUCTURE** – The proposed allocation of this site does not include any new meaningful improvements to the local infrastructure. In particular, there will be no additional school places, public transport improvements or health facilities. The village has a small primary school, no health service facilities or railway station. The nearest health facilities are situated in Lindfield which is not accessible on foot and has an infrequent bus service. The nearest mainline railway stations are situated at Haywards Heath and Balcombe neither are within walking distance of Ardingly. Both of these stations have no available car parking after 8.00am.

3. **DETACHED FROM THE VILLAGE** – the proposed site is detached from the rest of the village. As such, it is effectively a standalone site which does not adjoin the village. Smaller, infill development closer to the village centre and the existing, limited facilities would be far more appropriate.

4. **HIGHWAYS/TRAFFIC** – Ardingly College, the village’s largest employer, already produces significant traffic jams at the beginning and end of the school day. The local road network simply does not have the capacity to accommodate the additional traffic generated by a further 100 households. The proposed site running from Selsfield Road to Street Lane would undoubtedly require vehicular access from Street Lane. Street Lane is a single track road which narrows in places and it is already difficult for vehicles to pass one another. Street Lane is a wholly unsuitable means of access to a development of this size. It already provides access to the primary school and there is insufficient car parking for the existing population. Under the terms of an Agreement dated 15 November 1988 between The South of England Agricultural Society and Mid Sussex District Council the use of Street Lane for access to the Showgrounds was prohibited except for very limited hours during the Society’s Annual Show.

Given the self evident difficulty of using Street Lane for access to either the Showgrounds or the proposed development site any development on this site should be restricted to an area that is wholly capable of being accessed from Selsfield Road (B2028). Selsfield Road, having previously been upgraded to accommodate the traffic generated by the Showgrounds, has far greater capacity for the increase in traffic that will be generated by any residential development on this site.

5. **SUSTAINABILITY** – Ardingly currently provides approximately 600 houses. The addition of a further 100 houses would increase the size of the village by nearly 15% which is wholly disproportionate. The Mid Sussex District Plan, which was only adopted in March 2018, identified Strategic Housing Allocations including at The Northern Arc at Burgess Hill. This area has had substantial investment in new infrastructure including the provision of new schools and roads. This is surely the area where new housing provision in Mid Sussex should be concentrated.

I trust that the above comments will be fully considered and the size and scale of this proposed allocation be reduced substantially. Please keep me informed of the next steps in this process.

598	Mr M Naish	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/598/1	Type:	Object
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RE: SA25 Land west of Selsfield Road, Ardingly on the South Of England Showground  
To whom it may concern at Mid Sussex District Council Planning,  
I wish to raise my concerns, considerations and opportunities for the proposed development ‘SA25’ within the ‘MSDC Site Allocations DPD – Scrutiny Version 30/08/19’, herein referred to within this document.

**Foreword**  
I understand the statutory requirements for MSDC to find and allocate land for the creation of more residential homes and agree with the government’s policy for this. I also appreciate the need for the construction of more housing within Mid Sussex. I believe the proposed aforementioned plan needs to have adequate consultation within communities, and I would like to enquire and understand more from MSDC with regards to the process for keeping residents adequately informed, also with the timetable for this consultation. I hope that local resident’s comments and input will be received, thoroughly considered and appropriately responded to, with adequate feedback provided.

**Personal Significance**  
I am a local resident with very close proximity to the proposed allocation, less than 125m with partial views over. My family frequents this area on a once or twice daily basis. The proposed area is extremely important to my family and the wider community, and a major part of our wellbeing and mental health. My daughter will in the future attend St Peters Primary School.

**The South of England Agricultural Society (SEAS) Charity Funding Requirement**  
I support the notion that, as SEAS is a charity, it is far more desirable to see them profit from a development of this kind, over a private land owner. However, my only concern is the driver behind their need to generate revenue from the sale of this land. If this is due to cash flow issues, could these developments pave the way for residential developments in the future?  
Thus, if planning was granted for housing on this site by MSDC, would it not be better to offer assurances to the community, with a restrictive covenant to limit all future residential developments on the site for a fixed period of time. This would also drive an incentive on SEAS to negotiate and drive the maximum revenue from the sale of this site to a developer, or incentivise them to potentially use the Construction Management form of Procurement for this development themselves, thus retaining the risk/reward and a larger cut of the profits.

**Potential conflict with proposal under community consultation by Fairfax Properties for the development of Butchers Field, Street Lane**  
The development previously rejected at Butchers Field is currently under consultation by Fairfax Properties (through the use of flyers). Appeal Decision APP/D3830/A/12/2172335 rejected the proposal for development previously in 2014.  
This area is also identified in Ardingly Parish Neighbourhood Development Plan, as Policy 6 ‘Proposed Local Green Space’.  
I feel it is important that MSDC is aware of the imminent resubmission of this planning application, especially in relation to the current driver for 2,000 homes, and any precedent that may be set, by any decision, and the way these two schemes could coincide to the detriment of the community.

**Review of Current Proposals**  
Having read the current proposal, I wish to voice the following objections, considerations and opportunities:  
**Construction Impact to building adjacent to St Peters School, Playground, Children’s Playing Area & Existing Dense Residential Communities**  
Construction noise, traffic and dust are likely to have a significant detrimental impact on the children and local community. These will probably be outlined in the Environmental Impact Assessment (to be provided later with the submission). However, these will be difficult to mitigate without the serious consideration of certain construction techniques (i.e. prefabrication).  
However, the impact of construction when building on the land north of the mound and north of the existing recreational ground, immediately adjacent to Selsfield Road, whilst still a consideration, are unlikely to cause the same level of impact.

**Additional Play Area**

I question whether an additional play area would be needed for any development on the south side of the Showground, especially considering the proximity of the existing play area. This may create a community divide, and would not help the new community integrate. Furthermore, it may leave the existing play area redundant if another one provides better facilities. I personally feel that it would better to provide further upgrades and facilities within the existing fenced off play area of the recreational ground that the Parish Council currently manages. Any development to the north of the showground, of course would require a separate play area, as was provided with the recent development at Ibis Close on College Road.

The scale of the development

The population of Ardingly was around 1,900 during the 2011 census. Recent developments have provided 36 new dwellings at Ibis Close, and further new build residents behind the rear of the Ardingly Inn. With an average occupancy rate of 2.4 (2011 census), these have increased the population of the village (within the last 3 years) by around 98 people (approximate 5% increase). Within this time, it has been subjectively observed that traffic flow has increased, especially around the bottleneck on Street Lane at peak times (most likely caused by increased numbers of parked cars). Thus my concern is that the new development of 100 residents (approx. 240 people) could, without careful design, detrimentally impact existing infrastructure. An increase of circa. 10% population to a small community could significantly cripple existing infrastructure, and be at the detriment to existing and new residents.

Opportunity (i) – Highway Improvements Street Lane

It is inevitable that some of the new residents will use Street Lane as a route out of the village, and also it is very likely to have a positive affect (from increase demand) for facilities including the Koorana Centre, Bakers, Café, Etc. However, I feel strongly that highway and parking improvement works need to be implemented in these areas, and procured prior to construction of any more homes in the village. The Section 106 payment could allow an amount for highway improvements for the creation of perpendicular parking spaces, where the grass verges are on Street lane opposite the Koorana Centre. With sufficient double yellow line restrictions, to restore two way traffic flow over most of the road, this would help mitigate some of the impact from the new development. This area currently, with the long chicane of parked cars, is dangerous for crossing, especially with young families. A Zebra Crossing could also be considered and funded through S106.

Opportunity (ii) – New vehicular access to St Peters School

A drop off area could be created in the field adjacent to the existing northern gated pedestrian entrance to the school. This gate currently overlooks the field and after school I have observed children going out into this field to play. A tarmac path could then be provided from this area to the northern gate of the school, which backs onto the field.

Opportunity (iii) – Reduce the scale of the development

There are circa. 148,000 people in Mid Sussex. With the need for 2,000 homes at an occupancy rate of 2.4, this would constitute an addition of 4,800 residents. Thus each community needs to be increased by an average of 3.2%. As Ardingly Parish Council and MSDC have already accepted, agreed and implemented a 5% increase within the last 3 years, I feel strongly that the scale of the development be reconsidered to reflect a more appropriate percentage, which considers the best outcome for the community (including existing and future residents) as a whole.

Opportunity (iv) – Density

The current UK average density of new build dwellings constructed is 32 per hectare. Thus the area allocated to the construction of this new development could be reduced considerably, reducing its impact further. This density could be increased further with careful design and the implementation of 3 or 4 storey townhouses.

Opportunity (v) – Split Site – The development could be split between the Northern and Southern Parts of the South of England Showground immediately adjacent to Selsfield Road.

Areas of Outstanding Natural Beauty

The existing areas I feel need to be protected as they are of significant natural beauty, assets to the community, and if removed or built on, would have a detrimental impact on the community, are defined in diagram ‘Appendix A – Supportable Proposal’.

Freedom of Information Act 2000

Please be aware that in parts, this correspondence falls within the legislative timeframe of the Freedom of Information Act 2000. Thus, I would expect the timeframe for response from MSDC to align with those specified in the Act. Failure to comply, may result in referral to the Information Commission.

Supportable Proposal - Appendix A

Based on the aforementioned points, I would like to propose the following alternate plan, which I feel would deliver the best outcome for the existing and future community, and may be acceptable to the community.

KEY

A – Phase 1 Development Area I would Support [1.75 hectares = 50 dwellings]

B – New Drop off Area for St Peters School & Scout Hut Facility

C – S106 Highways Fund - Grass verge conversion to parking to improve flow on Street Lane

D – Phase 2 Additional Development Option [1.8 hectares = 50 dwellings] (Currently brownfield hard standing with few nearby residents)

E – Areas that should be protected as AONB and/or assets to the community

F – Additional and improved facilities at the existing Children’s Playing Area

E

D

A

B

E

C

F

SA25 Diagram - Appendix B

1295	Mrs M R Page	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1295/1	Type:	Object			

I viewed the proposed plans for houses to be built here in Ardingly on Friday 8th November, and I have the following comments.

1. If Ardingly is to have a quota of houses than the site proposed is a good one.
2. Please build houses with provision for a garden re: a good space around the property and a garage.
3. Please build a goodly number of houses affordable for 1st time buyers - a sensible price, not marker.
4. Please allocate a good portion of properties for Ardingly residents, especially the young residents.
5. I would hope the footpath running alongside the proposed area will remain as it is a link between Ardingly High Street and Street Lane - St Peters Church and School.

1323	Mr & Dr A & B Parrett-Jung	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1323/1	Type:	Object
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It has come to our attention there are outline proposals for residential development (30 units) on the land to the south of Southw ay.

We believe there is a restrictive covenant on this land which prevents any development from taking place (see attached). We recall, for this reason, the general arrangement plans of the recent residential development {land North of Maltings Park 09/00602/FUL} includes the current green space between this development and that of the existing Southway housing as the covenant restricted any building works back then. I believe the planning consent drawings for {09/00602/FUL} indicated this area was for 'recreational use'.

We are aware that planning permission may be applied for and granted, however, this land may only be developed if the covenant is modified or removed.

I trust if planning permission is submitted for this site you will serve notice, to those effected, as required under the Town and Country Planning Act, and likewise will inform us if action is taken to amend or remove the covenant.

As you may expect we will seek to ensure this covenant is enforced and, if necessary, and will object to any modification, amendment or removal.

628	Mr D Port	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/628/1	Type:	Object
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The proposed development will environmentally negatively affect the Recreational ground.

- There would be a very significant enhancement to the village facilities, and to any additional and new residents, if the development included for a south facing pavilion for cricket, football and tennis. This would be consistent with the MSDC local football facility plan.
- Properties planned to be sited directly to the north of the recreation ground will be in danger of damage from cricket balls and footballs that regularly on match days fly into that part of the Showground.
- Urban runoff of surface water from the development will very negatively impact the playing of cricket and football as it will result in unplayable wet ground conditions far more frequently than at present. The SUDS proposal contained in the outline application does not stand scrutiny.
- The Selsfield Road drainage system that conveys existing run off to the River Ouse is ready overloaded resulting in road flooding through the High Street and down College Road
- Although a matter for Southern Water , the existing foul sewer system and treatment works capacity is overloaded. Daily tanker transfers are necessary today whenever the Showground has an event and with the new monies they receive from this development they will no doubt extend their event frequency and size.
- Despite the standard words in the application concerning harmonious development consistent with the village and the AONB I see little real effort to this end in the application. It is very poor.

557	Mr W Pradel	Organisation:		Behalf Of:		Resident
Reference:	Reg18/557/1	Type:	Neutral			

No issues re site location , least bad site for Ardingly.

- sewage issues in area whereas sewages not adequate now, need relevant work for potential project
- Traffic - Highways: Implementation of calming traffic or even roundabout to slow traffic down

We live in High Street, traffic has increased greatly especially with truck early in mornings diving at great speeds. Car/trucks drive on pavement - danger for residents. Lost few wind mirrors over last 25 years and car damages. Neighbour had side door taken off.

- Street lighting to be review on high street
- Additional car park space within Ardingly - not currently adequate for local businesses



<b>988</b>	<b>Mr D Reeves</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/988/1	<b>Type:</b>	Object			

I wish to object to the planned application SA25 to build 100 dwellings on the South of England Showground, Selsfield Road, Ardingly, starting but not limited to the below :-

This development will change the very fabric of the village and cannot be allowed to proceed. I fail to understand why the South East and Mid Sussex in particular seem to be concreted over for new housing when the infrastructure cannot take it nor where it is expected the demand to purchase such high priced housing will come from.

Houses in Ardingly are not selling, some have been on market for over a year and many taken off unsold.

Houses were left unsold in last large development at Monksfield for many months.

Most recent build behind the old garage in College Road has only sold one out of five.

Therefore, demand for new housing in the village certainly does not warrant 100 new homes nor anywhere near that number.

The local business plan agreed that 73 houses should be built in Ardingly up to 2034, 53 have already been built or agreed to be built as at 1 April 2019. 100 new dwellings does not add up and I cannot see how this plan can now be completely ignored.

Traffic at commuter times especially is high with Ardingly College day pupils and Hanson trucks from the yard by the old station, another 100 homes would cause greater delay travelling through the village with resulting extra pollution and increased danger to pedestrians and cyclists. Pupils of Oathall Community College have to cross the High Street each day to get the bus which is difficult and dangerous enough as it is, especially in the dark winters.

Local infrastructure is at its limit.

What will be the effect on village primary school ? I understand it is not at capacity currently but for how long ?

Also the local secondary schools are at bursting point with little room for more pupils.

The Haywards Heath Sixth Form College will re-open in September 2020 but demand will exceed supply if previous years are anything to go by.

Local Doctors' surgeries are full and it is very difficult to get an appointment.

Same goes for the Princess Royal Hospital.

Demand for water will increase at a time when the local reservoir that supplies large parts of the county gets low every summer, not just hot ones.

Further strain will be put on the sewage system and rubbish disposal.

The recreation ground could not be enlarged.

This development is neither needed nor required and should be dismissed forthwith.

975	Mr J Rich	Organisation:		Behalf Of:		Resident
Reference:	Reg18/975/1	Type:	Object			

I understand the obligations of MSDC to provide allocations of sites for housing and therefore do not, per se, object to this allocation SA25. However, were 100 new housing units to be built on this land it would amount to an increase in housing units of some 13% on an existing 750 units (as I am informed) and this on top of Monks Meadow recently completed. This has the potential to alter significantly the character of the village in a short time frame and therefore any development to be permitted should have provision to help the village layout adapt and reconfigure for future demand arising out of an increased population.

At present the site identified excludes the Showground access and road forming the northern boundary. I believe this road should be included and adopted. It provides excellent access from Selsfield Road and would obviate the need to provide a further access to the south, specific to the site.

At present there are certain traffic “pinch points” in the village, particularly in Street Lane.

- 1) Outside St Peters Church Centre, and the Church.
- 2) At the entrance to Holmans, which is a main dropping off point for St Peter’s Primary School.
- 3) Outside the public car park and Fellows Bakery.
- 4) Selsfield Road between College Road to the east and the Parish Council car park, by the recreation ground, to the west.

I believe consideration should be given extending the north boundary road so that it links into the western end of Street Lane just east of Wakehurst Lane (a private cul de sac and public footpath). This would enable traffic from Balcombe Lane to avoid the “pinch points” on Street Lane and Selsfield Road and give an improved access to the latter heading north, thus giving a greater degree of tranquillity to the historic village.

Any permission to develop SA25 should include an obligation to provide a new vehicle access and parking for the school within SA25, with access from Holmans thereafter denied other than on foot.

More and better parking should be allocated for the church and hall at the extreme West Point of the site.

MSDC’s own assessment of Highways implications in Part 2, where it refers to the junction of Selsfield Road with Vowels Lane seems barely relevant in the context of this site, being somewhat removed and well to the north. More critically MSDC should be addressing the current and future parking issues on the B2028 where on street parking even now reduces traffic to single file at certain times, see 4) above.

There is an existing children’s play area so this is a hollow offer in the “description “. Funds, if needed, could be offered to improve and extend these facilities. The viability of a new Scout hut needs to be assessed with the Parish Council, School Governors and Scout leaders. More appropriate might be to contribute towards additional school buildings to accommodate increased pupil numbers and upgrading the Pavilion on the Parish Council owned recreation ground.

The South of England Agricultural Society (SEAS) needs to set out how it would mitigate future noise from events since the development would result in dwellings being even nearer the source of the noise and to move events further North or West would merely bring other potential sufferers more into play.

SEAS own a far larger site than the subject of SA25 and so it is in their powers to adapt or revise the boundaries of any application. They may need to revise and adapt their access and parking arrangements once SA25 is removed from their control and they should be required to set out their proposals as to how the showground would operate thereafter and measures to mitigate adverse impact on the village. It is recognised that the sale of the Red Car Park site for housing development may be a financial necessity for the survival of SEAS and the continued use of the showground as a venue for events. In this respect I am supportive of SEAS and their survival.

Presumably some contribution will be required under Section 106 to upgrade local infrastructure to accommodate the increased population. Some of this money should be allocated to Highways to repair the sides of Balcombe Lane and Paddockhurst Lane (as far as Stoney Lane turn off). These are increasingly busy thoroughfares, and are the route favoured by navigation systems for the most direct access to M23, and where most of the route is single track with drop offs to the sides frequently exceeding 10cm and causing damage to vehicles.

The allocation is for 100 dwellings. I am uncertain as to whether this is a reasonable and practical density of building for the site, however I imagine there will be requirements as to affordable homes for local first time buyers and other needs identified by the village plan.

1067	Mrs C Rich	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1067/1	Type:	Object			

I am writing in response to the proposal to build 100 houses on this site. It is clear that as a country we need to build more houses. It is also clear that the South of England show ground has to make a profit to continue running the site. I would not be against such development in principle. However, in practice, I have a number of comments.

The proposal would increase the amount of housing in Ardingly by 10-15%, on the basis that there are currently 750 house in the village, on top of the development at Monks Meadow. That is quite a steep increase for a small village to absorb in one hit. I would oppose a development of this size.

If 100 houses were to be built, that would probably mean an additional 200 cars in the village. The main road through Ardingly, from Lindfield to Turners Hill, is already a problem. There is parking on one side of the street which is used throughout the day, and the remaining road width can currently only just accommodate two cars passing, but if two 4x4 or SUV vehicles were trying to pass each other, one would have to mount the pavement, or clip the wing mirror of a parked car. When the bus comes through, or a lorry (bearing in mind the Hanson site on College Lane), traffic in both directions has to halt to allow it through. There are pavements on either side, and houses, some with small front gardens, so there is no scope to widen this road, without either losing on-street parking for local residents, or more damage to parked vehicles, or losing the pedestrian access to the shops. The South of England Showground manages this issue when they hold events, but alot of their events happen at week-ends when flow of traffic is less critical for people trying to get to work.

A development proposal should offer the village more than a box ticking exercise. Ardingly has to get something out of this too. The application talks about providing children’s play space, a scout hut, and parking, which all sounds good. A new cricket pavilion might also be an improvement for the Cricket Club. Better parking for the village school is needed, as parking on Street Lane is difficult for parents and damaging the edges of the road. You will be aware that the County Council is under financial pressure, and these potholes are ruining the surface of Street Lane and other lanes around the village. Putting in a new road from Street Lane to Selsfield Road around the edge of the houses might take some of the traffic away from the village centre.

Has the village school got places for the anticipated number of children who would need places? What is the school’s maximum capacity? Schools need to be able to plan ahead, and they need to be able to offer a good start for children, with good staff and premises. There must be scope to take more children without prejudicing the quality of service to all the children, and that needs to be thought through, for now and for the longer term.

Currently buses run about every 2 hours in each direction, to Three Bridges and Haywards Heath, which is a pretty good service in the countryside, when probably most households have a car. In terms of containing the increased traffic through the village arising from more houses on the show ground, trying to reduce environmental damage, and providing transport to get to work, it is essential that this bus service is maintained and if demand is there, improved.

Landscaping would help to preserve the rural nature of the village, provided it didn’t just amount to a few trees dotted here and there, which is what usually seems to happen with housing developments. If the plan is to keep the rural nature of the village, enhance the appearance of the houses and mitigate their visual impact from the roads, this has to be well thought through in terms of design and planting. Plant evergreen trees which do not shed their leaves in winter. Plant informal hedging which is lower maintenance. Just plant more trees in general. It may mean a few less houses, but the result would be improved.

On the more positive side, the development might bring in more business to local shops and enterprises, which would be a benefit. Ardingly has a bakery and a post office, both excellent, and other local businesses, and no doubt people are working from home more. Small rural businesses struggle to survive the competition from on-line shopping and loss of local services, and more houses, within reason, could be a lifeline.

Developers think in the present. They think about the bottom line. And then they walk away. Ardingly will still be here, picking up the pieces if this plan is not properly thought through. Let’s hope that the District Council is taking the long view and balancing the village's long term interests against developers’ short term gains

1089	Mr P Robey	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1089/1	Type:	Object			

I am writing to you concerning site SA 25 in the draft Site Allocations Development Plan Document issued by Mid Sussex District Council in September. Whilst I am glad to note that two assessed sites in Ardingly, namely land east of High Street (ref 691) and Butchers Field south of Street Lane (ref 495), have been excluded from the plan both of which make a strong contribution to the character and setting of this small village in the High Weald AONB, I am concerned that the the scale of housing proposed (100 dwellings) for site SA 25 seems significantly greater than is appropriate given its AONB location and the lack of many local services.

966	Mr S Rocks	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/966/1	Type:	Object
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I am a longtime resident of Ardingly, more specifically living on Street Lane in Ardingly and as such in reasonably close proximity to the proposed development in an area which is currently known as Red Car Park, Ardingly Show Ground, or SA25 on the council's Allocation Development Plan. While understanding the statutory obligations of MidSussex District Council to provide additional housing within the Mid-Sussex area I would like to raise my concerns in respect of SA25.

I would declare as a local resident living quite close to the area designated as SA25 the proposed plan would impact em and my family more than many. the open areas of the show ground are an important and integral part of the character of the village of Ardingly, where families are often out walking, children can ride bicycles or play, walk dogs etc in safety, away from traffic and the narrow and busy roads in the village. The potential scale of the proposed development would severely reduce and restrict the areas near the village that families can access and could I believe impact the well-being and mental health of residents.

My understanding is that at the time when the lands of the Ardingly show ground were passed to the stewardship of the South of England Agricultural Society a covenant was put in place restricting the use and development of the land, and, that should such land not be used for Agricultural Society activities then it would revert to agricultural use. As such the land cannot be used for residential development with that covenant being removed. Please advise if this covenant has been removed, and, if so when?

Other comments re MSDC rating criteria:

1) Area of Outstanding Natural Beauty (AONB): MSDC assessment "moderate". I disagree. There will be a big impact since the proposed development sit close to the nature reserves in the Loader valley and Wakehurst conservation area and any development of the scale envisaged is bound to have a profound impact.

2) Ancient woodland: MSDC assessment "none": Disagree, assuming Wakehurst and Loader Valley are "ancient woodland", then above comments also apply.

3) Conservation Area: MSDC assessment "medium": again etc comments above apply, your own assessment note that the SA25 area lies adjacent to the north eastern edge of the conservation are. A development of the scale envisaged, even taking a average of 3 people per household could add 300 people, which in my view has potential for greater than "medium" impact on the CA.

4) Listed Buildings: See above comments

5) Highways and local roads: MSDC assessment "minor"; Again I vehemently disagree. The main Ardingly to Turners Hill road (B2028) is generally restricted through Ardingly village with parking for local residents on one side there is insufficient room for two cars of any size to pass at the same time, let alone trucks of the road the villages or busses. The problem is exacerbated in the mornings and evenings or when large aggregate trucks use the route when accessing the Hanson's depot on College Road when the traffic can back up quite badly. Any development of the size and scale that SA25 anticipates would inches traffic flow considerably and without extensive "mitigation" simply worsen what is already a major issue. Similarly, the proposed development would exacerbate traffic issue on Street Lane and College Road. Both have local resident parking on the road which severely restricts free traffic flow. Street Lane and the road onwards to Ardingly reservoir is for all intents and purposes a one track road with limited passing zones (which of themselves are often deep with mud). That road is already used too widely and often as a "rat run" to Balcombe station ro access to the A23/M23. Is is improbable in teh extreme to think that any development of the scale envisaged would not add considerable to that current problem and probably put lives at risk. As such I do not agree with your "minor" assessment.

6) Infrastructure/health & services: are all limited in the immediate vacinity. Primary and junior education are available but both schools are small with few facilities. In fact, the junior school often uses the Red Car Park area adjacent to it for children to play at times. At school dropping off and pick up times the roads, particularly Street Lane are congested. No Medical facilities are available in Ardingly, with et nearest being Linfield or Balcombe. Again exacerbating traffic on the narrow country roads. Other than Ardingly College, private school, there is no state sector senior school in Ardingly and bus services are poor (certainly not"fair" per the MSDC assessment) to Haywards Heath. Which again for most people necessitates driving and consequently more congestion (not to mention environmental issues).

Ardingly Parish Council completed a development plan, I believe in 2014, which was at teh time accepted by MSDC. At that time Ardingly and MSDC agreed a development at Monks Meadow, just off College Road. It was agreed at the time that the position of that development would put less strain on the village infrastructure and access routes as there was direct access to Haywards Heath etc, without the necessity of passing through the village. Also, I'm led to believe, that at the time, The Parish council accepted a greater number of new houses than was strictly necessary. While I understand that need for new homes is ever growing and that MSDC has had new quotas imposed on it by central government I nevertheless believe that proposed scale of the development envisaged under SA25 is too great for a small village such as Ardingly. the proposed increase in inhabitants and traffic is far greater then the village character, infrastructure or access can

accommodate or absorb.

There was a previous plan SA 832, which I think outlined a plan for a smaller number of houses plus new parking for the school that would leave more land as open space. While still having some concerns about impact on teh village SA 832 would be a proposal that would be more practical and supportable.

1001	Ms F Rocks	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1001/1	Type:	Object
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I would like to object to the current plans for 100 houses as it is totally unacceptable for this site and for the village.  
We have been told the village "needs to find" 22 houses in the period up to 2031. If this is so then a ribbon development on the site adjacent to Selsfield Road would be more in keeping with the village.

Comments on Mid sussex council criteria rating -RedCarpark (SA25)

Part 1 Planning constraints  
!. AONB Th development is wholly within the AONB. I totally disagree to the comment that " the scale is significant for the size of the village".The proposed development would increase the village by approximately 13% .This amounts to suburbanisation.  
5. There are seven listed buildings on Street Lane including the grade 1 listed church and a development of the proposed size would have a significant detrimental impact on the setting, character and historical nature of the village.

Part 2 Deliverability Considerations  
The building of a development of the proposed size will have a major impact on the village during construction as no safe access is available to the site. The increase of Lorry movements in the village and the detrimental impact to the children in the primary school and local residents from the noise and dust from the building of these dwellings is not acceptable.

Part 3 Sustainability/access to services  
The village has very few services and a very poor bus service.  
There is much talk about an increase of population helping the village school numbers and customers in the pubs and shops but there has been no evidence of this with the additional 45+ houses in the village in over past 5 years.

Part 4 Other considerations  
Neighbourhood plan  
This site was not considered in the NP.

Sustainability Appraisal  
A development of this size will be very detrimental to our village and the AONB setting as is stated in this document .

Other Comments- Traffic  
The traffic in Ardingly is a problem at the current time and the daily increase after a development of the proposed size would cause a major problem. When Stangrove was built we were told that we would have approx. £120.000 of S106 money for a traffic calming scheme that never materialised despite MSDC charging us approx. £37.000 for drawing up plans for a scheme. We ended up with 4 entry gates, 2 speed indicator cameras and reduced speed limit for a short stretch of Lindfield road , a fraction of the scheme despite lengthy discussions over many years.( I was the lead Parish councillor at the time).

I Feel that MSDC is using proposal of !00 houses to fill their countywide housing need without taking in to account Ardingly's needs ( no housing need survey has been completed in the village), the effects it will have on the village ,the AONB, the residents and the risk of suburbanisation of this village.

1321	Mrs J Sanders	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1321/1	Type:	Object			
<p>South of England Showground's Red Car Park. For what it's worth, I would like to comment on the inclusion of the South of England's Showground's red car park in the DPD document recently published by Mid Sussex District Council. My comments are as follows:-</p> <p>Merits. I am not anti-housing, and I appreciate the need for housing in this area. However, the proposed development of 100 houses for the village of Ardingly, is oversized, excessive, and unsustainable. It will ruin not only the village of Ardingly, but the countryside setting of the Showground itself, which must surely be regarded as one of the jewels in the crown of the south east of England. It will destroy what remains of the green gap between the ancient villages of Hapstead and Ardingly, and infringe hugely on the nearby Conservation Area. The views from the Showground down to the Church and the primary school will be completely destroyed.</p> <p>Car parking. If the whole of this area of car park area is developed, it will hugely increase the pressure on parking in and around the village during events. Over the years, there has been a big increase in the number of events held by the Showground, and it follows that if a large area of car park is removed, the parking will have to go somewhere else. This is especially so during wet weather, when</p> <p>People are reluctant to park anywhere on the Showground.</p>						

890	Mr R Simmonds	Organisation:		Behalf Of:		Resident
Reference:	Reg18/890/1	Type:	Object			
<p>I object to area SA25 being included in your proposed site allocations.</p> <p>This proposed development is out of scale to any former developments in Ardingly or neighbouring villages. What are needed (if any) are small sites of high density affordable/rented flats and houses that can be developed over the long term.</p> <p>The proposal cannot be supported by the existing infrastructure especially the local School and increased sewage disposal. Its impact on the recreation ground and the conservation area towards Church Lane will be considerable.</p> <p>The loss of parking area for the showground does not seem to have been addressed and I am reliably informed that this proposal is going to be used (if allowed) to finance the construction of a "Musical Events" building!</p> <p>This is an Agricultural Showground that sits on the prime agricultural land in the parish, it should not be wasted on a large scale housing development just to realise an ill considered dream.</p>						



1056	Mr J Sloane	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1056/1	Type:	Object
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I am writing to object to the allocation of a hundred houses on the “red carpark” at the South of England Showground.

While I am not opposed to development, I would argue that a hundred houses are a considerable amount for the Village to bear. This equates to a 13% increase in the number of houses in the Village which given the narrow system through the village will lead to even greater traffic congestion in the Village centre. Inevitably, this will change the character of the Village.

I accept that the site is better than others identified in the Village but would argue for a more gradual development over time rather than such a large scale development built all in one go.

Having looked at the plans, the site does extend a long way down Street Lane and will butt up against the conservation area which includes St Peters Church. I would argue that this area should be removed from the plan all together so that the conservation area is preserved and maintained.

1098	Mrs H Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1098/1	Type:	Object
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It is stated that that the noise levels will be mitigated against. At the moment the site contains a large mound, I was told this was meant to act as a sound barrier. This proposed development site will now be next to the SESG main fenced area. Although houses can be sound proofed, the level of outside noise which these houses will be exposed to will be high and at times of year when people like to be outside. Can this be mitigated against?

If this proposed site was developed it would contain 200 + cars . This would generate many more traffic movements in the village. I am sure Mid Sussex Council are aware of the traffic problems our village faces day to day. Ardingly College has expanded, Hansons lorries have grown in size, the sewage lorries movements have grown, we have considerable show ground traffic at different times, Wakehurst generates traffic and we have more through traffic due to the expansion of our area. At times, I suspect our air quality is poor, this should be monitored SA38. 80% of our NO2 comes from road transport so in view of Climate Change this should be a consideration. As public transport is poor in this area, more cars on our roads will not help this. We are an AONB and we are loosing the qualities that make this a special place.

1109	Mrs D Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1109/1	Type:	Object
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I would like to register my comment on the proposed development at the south of England showground.

The Quantity of 100 houses seems excessive and would change the village adding 15% to the number of homes in one hit. The village has little public transport and real problems with traffic. To increase the population so much in one hit could cause chaos. To add to this the village struggles with traffic when the showground has events and residents both old and new ones would struggle to be able to function if the showground hosted more events. It all seems to reflect greed on the part of the showground and very little concern for the surrounding area. I would imagine it might be hard to sell properties on the edge of such an event centre . I do however think it would be sensible to consider a smaller development of say 30 homes in line with the required amount in the village plan. This could be integrated and with some care could add to the village allowing access to traffic to the rear of the school and a fixed area for parking at the pre school church centre.

527	Mr D Spence	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/527/1	Type:	Object
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Ardingly doesn't need any such sympathetic or well-integrated extension, who says it does and where within SA25 is the evidence to support such a statement?

The impact to an AONB has been grossly underestimated and understated and quite frankly your observations that it 'will respect' is simply baffling and wholly wrong and is biased towards the proposal, the word bias will feature on a number of occasions within this note to you!

Urban design and other headings;

Any proposal of this size disrespects the distinctive village character and is grossly out of all proportion to the village and the area proposed.

This proposal simply cannot "protect the character of the village." How this development proposal satisfies that statement in an area of AONB is simply beyond belief and again you need to provide evidence, if you can, that it does!

Anyone who has walked from Selsfield Road southern end entrance to the showground towards the Church would easily agree that any such development will have an adverse and extreme detrimental visual impact, it will simply destroy the existing rural environment currently enjoyed and for all to see.

How are you going to protect public rights of way of which there are many in this immediate area, who else will you 'consult' to ensure such absolute protection, again a simple statement made by you without any thought or research or evidence and an absolute bias towards this proposal.

The lack of respect and consideration particularly to our village and in particular residents within Street Lane, Church Lane and the Church itself is again symptomatic of the bias within this proposal.

Your observations in respect of drainage are particularly concerning in that the existing recreation ground and sports areas will simply become a flood plain for this development ruining everyone's enjoyment of existing recreational facilities.

The integrity and balance of opinion and statements within SA25 is clearly and obviously loaded and biased towards agreeing this proposal, that is simply wrong and unfair when considering a hugely significant proposed change to the village landscape,,

The whole proposal within SA25 needs review and change to give a much better balance and perspective which is currently seriously lacking and to be frank leads one to suspect collusion between MSDC, the developer and the land owner to simply succeed and railroad this proposal through.

Developing more my observation in the paragraph above I would seriously recommend that a comprehensive due diligence investigation is undertaken to ensure that the three main parties to this proposal namely the land owner, MSDC Planning and the developer Fairfax has been comprehensively followed specific to SA25.

Due diligence contributes significantly to informed decision making by enhancing the amount and quality of information available to decision makers and by ensuring that all information is systematically used to deliberate on the decisions at hand and all its costs, benefits or otherwise and associated risks.

Clearly and going back to the absolute bias within SA25 which is very noticeable and obvious you need to reach a more balanced and accurate proposal report. This can only be achieved by an independent person(s) and assessor looking more closely at the entire process. How on earth you have reached these assumptions and statements within SA25 beggars belief and undoubtedly needs closer scrutiny which should include the relationships between all parties.

1091	Mr S Surgeoner	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1091/1	Type:	Object			

I wish to submit comments in respect of the proposed development of the red car park at the Showground. The proposed development is ill thought out, the wrong size and in the wrong place.

1. The proposed development falls within an Areas of Outstanding Natural Beauty (AONB). It is incomprehensible how it has been concluded that a development of 100 houses would have a moderate impact on the AONB. The development significantly increases the size of the village (by almost 13%) and will damage the aesthetics of the village both from Selsfield Road and Street Lane.

2. It is unclear how it can be concluded that the proposed development causes less than substantial harm to the Grade 1 listed St Peter's Church and other Grade II Buildings in "the immediate vicinity". The substantial nature of development will inevitably cause substantial harm to the setting of these buildings.

3. The deliverability considerations have simply not been given adequate thought. The local roads and infrastructure cannot cope with an increase of over 13% to the size of the village. The high street is already clogged and at times unsafe and Street Lane is too narrow to support an increase in usage. This is particularly so given the Showground's appalling management of events and the increase in traffic generated. There is plainly insufficient off-street parking now. The proposal simply ignores the Neighbourhood Plan.

4. The sustainability and access to services have not been properly assessed. It is unclear how St Peter's Primary could cope with the influx of children from 100 homes, there is no health provision in the village itself and the bus service is pitiful. The other services have been and are vulnerable to closure. The development will lead to increased traffic and pollution.

5. The village has already been subject to a sizeable increase with the development of Standgrove and this has already led to increased congestion on College Road and increased accidents. The Standgrove development should be allowed to "bed in" to the village. I also understand that representations were made at the time Standgrove was approved that there would be little further development in Ardingly. There has also been further development at the entrance to Street Lane

6. Reference is also made to unidentified social and economic objectives. It is simply not clear that any social objectives will be enhanced by this project and a development of this size in one go will destroy the community feel and fabric of the village.

7. It would appear that no regard has been given to the Agreements the Showground have entered in to with the Council to limit the use of the land. The Agreements do not permit the building of homes and villagers and owners of properties have a legitimate expectation that the Council would enforce the terms of the Agreements.

8. It is suggested that the Council will look at ways to improve cycling routes to Haywards Heath. Whilst this would be welcome, College Road is a death trap for cyclists with the Hanson facility and the movement of heavy vehicles from early in the morning to the evening. With respect, "looking at" is simply not good enough.

9. I note that the current management of the Showground have completely failed to run a sustainable business and have come up with increasingly desperate attempts to secure revenue. These attempts have fallen considerably outside any good faith interpretation of the Agreements with the Council and have been executed with a total disregard for residents. The latest proposal, which would facilitate the destruction of the fabric of the village, should not be permitted to provide a fig leaf for management's incompetence.

10. Finally, it will be necessary for there to be a thorough investigation in to the circumstances around the possible allocation of the site. The Council's relationship with the Showground has caused great concern to residents in light of the dangerous license granted to the Showground without any explanation and the Council's failure to police the noise and nuisance generated by the Showground and the failure to enforce the terms of the relevant Agreements. It will also be necessary to investigate the relationship between the Council, Showground and any favoured developers.

All my legal rights remain expressly reserved.

1090	M K Surgeoner	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1090/1	Type:	Object
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I am submitting comments in relation to the proposed development of the red car park at the showground and the 17 criteria split into (a) constraints, (b) deliverability considerations, and (c) sustainability/access to services. Also in relation to Part 4 (other considerations) and Part 5 (conclusion).

1. Planning Constraints

a. AONB – Ardingly sits within a designated area of outstanding natural beauty (“AONB”). The impact on village houses which are sited in the AONB to the south of the proposed site is enormous. It will lead to the suburbanisation of property along Street Lane which will wholly detract from its situation in an AONB area. Thus, the rating of “moderate impact” when proposing an increase in the size of the village by 13.5% is incorrect.

There should be small scale incremental growth in a small village. There has already been significant development in Ardingly in the last few years – 36 new houses on Standgrove field and new dwellings on the corner of Street Lane and College Road which they cannot either sell or rent. The Grade 1 listed church is the earliest recorded settlement in Ardingly. Street Lane is a historic routeway and the proposed development would be hugely damaging to the settlement pattern. It is impossible to comprehend how the High Weald AONB unit could have properly reduced the impact from ‘severe’ to ‘moderate’ on their traffic light system.

The proposals concede that Selsfield Road is a historic routeway, that there are historic PROW’s, a post-medieval field system and that the site is likely to viewed from the road and adjacent PROW’s. The only explanation given appears to be that there are a number of positive impacts against social and economic criteria, the positive impacts from progressing the site for allocation outweigh the negative impact. It is not clear what social and economic criteria have been considered or what positive impacts have been taken into consideration in order to outweigh the AONB considerations.

t is also hard to see how this decision can sit comfortably when assessed against Para 115 of the National Planning Policy Framework 2012, or indeed against Clause 2 of the 1988 Legal Agreement between the South of England Agricultural Society and Mid Sussex District Council (attached for ease) which clearly sets out the purposes for which the Society shall use the Showground (in a lengthy Schedule which does NOT mention selling off the land for panning purposes in order to make money to subsequently use to build an indoor events centre);

b. Listed Buildings – the ‘neutral impact’ rating of building a huge new housing development within 100 metres of the Grade 1 listed church which is hundreds of years old is incomprehensible. No consideration has been given to the damage that could be caused to the church and to surrounding Grade 2 listed buildings by massive building works. The outlook and character of the church and the seven listed buildings on Street Lane would be completely changed. Their setting and character would be devastated.

c. Conservation Area – the ‘Less than Substantial Harm’ rating given here is simply incorrect. The proposed development lies adjacent to the edge of the conservation area and will completely change its setting and character. The existing rural approach will be blighted by a housing development which will ruin it.

d. Landscape – there are numerous bats which fly around the Showground. Surveys will need to be undertaken and bat boxes provided to ensure their safety should any building work go ahead;

2. Deliverability Concerns

a. Highways/Local road access – the approach to the High Street is already clogged and dangerous. Cars park all the way up the one side of the high street and only one lane of traffic can pass at a time. This frequently leads to accidents and erratic, dangerous driving.

College Road – Ardingly College is a school with c.1000 pupils on its roll. At 8am and 5.30pm long queue’s build up to get down the High Street and Street Lane to enter onto College Road. Again, cars park on the side of the road and there are numerous accidents. On 8 November an accident occurred around 5.30pm which necessitated both police and ambulance to attend. The roads are already too busy and dangerous.

Street Lane – this is a single track road which also has cars parked down it, particularly around the bakery and approach to the junction with College Road and the High Street. There is already insufficient parking for the local population, and there are frequent incidents and accidents down this road due to its narrowness. Moreover, the use of Street Lane as access to the Show Ground is prohibited save for during very limited hours during the annual show (Para 4 of the 1988 Legal Agreement attached refers).

Cycling – it is impossible to cycle on the surrounding roads safely as they are narrow, busy and inherently unsafe. There is also heavy plant machinery using the Hanson facility between Ardingly and Haywards Heath, and these huge lorries thunder along the narrow roads causing danger to motorists let alone cyclists.

### 3. Sustainability / Access to Services

a. Education - there is primary education available at St Peter’s school in Ardingly. The nearest state secondary education is 4 miles away in Haywards Heath. Children have to be bussed there on already clogged up roads. With regard to the primary school, the proposed development will impact the ability of parents to get the children to school when they use the proposed development site for access from the Recreation Ground.

b. Health – it is misleading at best and disingenuous at worst to say that access to health is “more than 20 minutes away.” The nearest Doctor’s surgery is 4 miles away in Lindfield. It would take c1.5 hrs to walk there, along a busy and dangerous road with no pavement. There is one bus every 2 hours. The Doctor’s surgery could not take on an additional 100 households.

c. Services – the existing Post Office is for sale and will be shut if no buyer can be found. There is no shop – bread and milk can be purchased in the bakery but that’s it. The nearest shops are 4 miles away either in Lindfield or Haywards Heath.

d. Public Transport – there is a very limited bus service. The buses run approximately every 2 hours in the day. After 6pm there is only one bus going towards Brighton. There is one bus back at 2229. Please explain the criteria against which a “Fair” rating has been given to the provision of public transport. You will be aware that a rating of ‘Poor’ for public transport was given to the proposed Butchers Field, south of Street Lane site when that is actually closer to bus stops than this proposed development.

e. Air quality/noise – the noise suffered by residents from the Showground during their “events” is well documented in the numerous complaints made to Mid Sussex District Council every year. The 1998 Legal Agreement (referred to in point 2 above) provides at Clause 7 that ‘Any public address system shall at all times be used only at the minimum volume necessary to be heard by those present on the Showground and attending or taking part in the event for which the public address system is being used at the time.’ This provision is routinely ignored. To give just one example, local residents were subjected to 12 hours of constant music and a DJ who used foul language during one event last summer. The attendees at the event abused local residents, parked all over the village, used local gardens as toilets and left the Showground covered in glass and nitrous oxide canisters.

### 4. Other Considerations

a. Neighbourhood Plan – this appears to have been ignored. The Spatial Plan for the Parish directed future housing within the parish to within the built up area. The current proposal totally ignores this.

b. Existing services – in addition to the need for reinforcement of the sewers the broadband to the village will need to be upgraded. Residents already suffer from very slow broadband and experience frequent power cuts.

c. Sustainability Appraisal – the proposal of 100 new houses would increase the size of Ardingly by c.15% in one go. Ardingly has already had a 5% increase in its population within the last 3 years. The scale of the proposed development is too big and in the wrong place. No consideration appears to have been given to the beautiful local church and the parking they need, St Peter’s Church Centre and the pre-school there or the disruption that would be caused to residents. It seems nonsensical that a smaller ribbon development next to the main road is not being considered if Ardingly needs to provide more housing, though this in itself is in issue as we had been told that Ardingly needed to give 22 additional houses. This would cause far less disruption and would have far less impact on the area of outstanding natural beauty. The AONB conclusion that the development would have a ‘moderate’ rather than a ‘high’ impact needs to be explained. It is hard to identify positive impacts be they social, economic or any other.

d. Community benefit – the proposed development site is heavily used by local residents to walk their dogs and as a short cut to get to the local primary school and to access the green space by residents on Street Lane who back onto the Showground.

e. Miscellaneous – it should also be noted that the Showground would lose a huge area for parking during the shows and the massive events they stage which bring the village to a standstill and subject residents to many hours of ear shattering music, foul language, drug taking and visitors using local gardens as toilets. Presumably interested Developers are aware of this, and of the response this will generate with potential buyers.

Please add me to any distribution lists to be kept advised of any and all developments regarding this site.

879	Ms J Taylor Cheater	Organisation:		Behalf Of:		Resident
Reference:	Reg18/879/1	Type:	Object			

- The proposed development of 100 houses is a dense development of the site. This many new dwellings would have a negative impact on the size and nature of the village.
- The transport links for the village consist of one very poor bus service which is very infrequent and often unreliable. This would therefore mean the residents having to drive out of the village either via the High Street which is already subject to traffic calming considerations and often with queueing traffic at either ends, or via Street Lane which is narrow and unsuitable for heavy traffic levels.
- The levels of public services in the village are very limited with no doctors, dentist or other medical services available in the village and the nearest being a car drive away (poor bus service means trying to keep appointments is difficult.) The local shops are few and limited.
- The proposed development is next to the South of England Showground and the land currently is used as a car park for events. Without this carparking space there will be increased disruption to the surrounding rounds and further disruption and inconvenience to the current villagers.
- With the site of the proposed development’s proximity to the Showground the new houses are likely to suffer from an unacceptable level of noise and traffic pollution on days when the showground is being used (most weekends!)
- Any development should be limited to affordable housing. The current housing stock is expensive and young people born and raised in the village cannot afford to buy housing here, New housing tends to be large properties which are unaffordable to many trying to buy for the first time. If the development should be considered, then housing should include 2 and 3 bed terracing rather than expensive 4 and 5 bedroom detached houses.

Whilst I appreciate that new housing is necessary, I feel that the nature of the Sussex villages is being ruined by large scale development. The lives and feelings of current residents are being swept aside with the desire to build and local people are being priced out of their home areas. The transport and traffic situations of villages are also unsuited to large scale developments further ruining the very nature of village life and very little support is given to improving local facilities or infrastructure.

I hope my comments will be considered in this matter.

653	Mr C Vallis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/653/1	Type:	Object
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There are a number of points I would like to raise. The Mid Sussex Council criteria rating states

- 1) AONB... Moderate. How can this be moderate? Surely severe as this is an absolutely beautiful part of Ardingly that is going to be built on
- 2) Conservation area.... Less than substantial harm. I strongly disagree. As I have stated above it is a stunning part of Ardingly and the building of 100 homes would destroy its character.
- 3) Access and Highways.... Ardingly High Street is chaotic at the best of times. Apart from the building of the homes where 100's of lorries will be using the road through the village, once the homes are built there will be much more traffic to cope with.

Can I ask why 100 homes have to be built in Ardingly? At the moment the village has 750 houses. Increasing that figure by 100 would mean a 13% increase. I understand the village needs to have 22 more homes by 2031. So I ask again why build 100? Surely if 22 are built the government would be happy with this. Why are we having other villages quota?

As stated there is an ancient PROW. Many thousands of people use this throughout the year. I use it at least once a day to walk my dogs. Even in bad weather there are always many dog walkers there. Also it is used by a very large number of families as is the northern PROW. There are always parents with their youngsters on bikes, scooters etc. Has a study of this been made to see how much this area is used by the public? This is the only part of Ardingly that has hard paths and surfaces that families can use to walk without any cars or motor traffic. To loose this would seriously compromise their safety.

I would also like to ask why the other reviewed sites around Ardingly have been turned down. They are all smaller sites and would have much less impact on the people living in the village.

To conclude. It is an AONB. Many thousands of people will be affected by loosing this. If more homes need to be built please build them somewhere where it will not affect so many people. Please do not take away a beautiful part of our village that is used by so many people. If we don't need to build 100 build less. Keep Ardingly a village.

874	Mr C Vallis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/874/1	Type:	Object
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I recently expressed my concern to you about the above proposal. I would like to enclose a few photos of the beautiful area that would be destroyed and lost for ever to the people of this village if this was to go ahead. It would be a tragedy.

804	Ms C Wallis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/804/1	Type:	Object
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I am writing to you to express my deep concern over the proposed development on Ardingly showground. Ardingly needs to build 22 more houses by 2031. Why on earth are 100 being proposed. It seems we are getting other villages quota.

I moved to Ardingly 2 years ago. One of the main reasons that persuaded me to buy here was the ability to walk my dogs in that beautiful area on the two Public Rights of Way where the proposed buildings are to take place. One I believe is an ancient PROW that has been used for centuries. Are we to loose both of these? I thought these areas were protected under the Countryside and Rights of Way Act 2000. If the area ( AONB ) was built on it would totally destroy it's character and charm. Thousands of people use these PROWs every year. Families take their children there and there are many many dog walkers. ( Please see attached photos which were taken on just two of my dog walks) It is extremely popular because it is safe. There is not any traffic ( except occasionally when there is an event at the showground ). Where else can local people with their children and dogs do this in safety?

I am not against more houses being built in the area but surely there must be other land where it would not have such a huge negative impact on local people. I believe Ardingly has 750 houses so 100 more would be a 13% increase. A huge amount. Also Ardingly High Street is a very busy narrow road and its associated roads are a nightmare in the rush hours and would not cope with vastly more traffic.

The Mid Sussex Council criteria rating states

1-AONB-Moderate impact..... This is clearly going to have a severe impact. We are going to loose a beautiful part of our countryside which thousands of people use and enjoy.

11-Local road access. Minor-improve. More information is needed here. Is the proposed access off the B2028 or Street Lane. Street Lane certainly could not cope with the extra traffic and there are also many small children walking to school who use this road so safety would be compromised for them.

14-Education. Less than 10 minutes walk..... That is only for a primary school. The nearest Secondary school is in Haywards Heath. There is very limited public transport.

15- Health. More than 20 minutes walk..... The nearest doctors are in Lindfield. Impossible to walk there as it is 3 miles away and you certainly can't walk as there are no footpaths along the road. Again public transport is very limited ( one bus every 2 hours )

To sum up we will be sacrificing a beautiful area that many people use and enjoy which dose not have sustainable roads, schools or basic local facilities and poor local transport to cope with another 100 houses.

875	Ms C Wallis	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/875/1	Type:	Object
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I recently sent you a email expressing my grave concerns regarding the above proposal. I could not get all my pictures on one email and would like to enclose more showing the beautiful area of AONB that would be destroyed and lost to the people of the village for ever.



<b>873</b>	<b>Ms B Wallis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/873/1	<b>Type:</b>	Object
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I have been involved with Ardingly for the last 20 years and have seen so much development put strain on the villages resources. As we do not have a villages doctors or secondary school the idea of having 100 more houses built would put even more strain on our remote little village and the surrounding areas.

Ardingly is an area of outstanding natural beauty - it has won best kept village many times. However with the present government cut backs and the houses already built over the last few years the village has been struggling to keep up a well manicured appearance. If these houses are to go ahead will the village be given more funding to to maintain its upkeep due to the mass amount of people and disruption?

This development would ruin a safe area away from traffic that families, dog walkers and cyclists use daily.  
In whole I completely disagree with your planned proposal to build a very unnecessary 100 houses! I hope you find a more suitable location to build anappropriate amount of houses.

<b>1037</b>	<b>Ms L Willett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1037/1	<b>Type:</b>	Object
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I wish to register my strong objection to the proposal to allocate the Southern car park of the Ardingly showground to housing. I was born in Ardingly and living there at the time that the farmland was bought by the newly formed South of England Agricultural Society for use as a showground.

The original agreement of 6th July 1967 between the South of England Agricultural Society and Cuckfield Rural District Council (or their successors in title and assigns) states that the land shall ordinarily be used as farm land in addition to 13 uses including an agricultural and horticultural show ground, agricultural, horticultural and forestry demonstrations, point to point meetings, dog shows, hunt meets and pony club rallies, Scout and Guide Camps, local live stock breeders clubs auctions, flower shows, charity fetes, Young Farmers gatherings, sheep dog trials, game fairs, caravan rallies and that planning permission would be needed for any othe purpose. The agreement also states in 6a "That if for a reason other than a national emergency the Society shall cease to hold its shows on the land, all car parks and buildings and accesses made after the date of that agreement, be made fit for reinstatement to it's former condition so as to be fit for immediate agricultural used to the Minister of Agriculture Fisheries and Food, within twelve months.

Another agreement was made between the SoEAS and Mid Sussex District Council in 1984 to add: Cross Country athletic events organised by groups or organisations based in East and West Sussex, Antique Fairs, Craft Fairs and Private garden parties organised by groups or organisations in East and West Sussex.

On 15th November 1988 an additional agreement was made between the SoEAS and M.S.D.C. to include several other uses and specifically what it should not be used for.

Both the 1967 and the 1988 (in 8a) agreements state that the land is to be reinstated to it's former condition fit for immediate use for agriculture.

Not only has that been the agreement since the SoEAS was originally granted permission to use that particular parcel of agricultural land as a showground, but if it is to continue to do so, where are all the cars going to go that use that area as a car park when various shows are on? With the existing parking arrangements, they already spill over on to Tillinghurst Farm land and Wakehurst on occasion. Where else can they go? If it is surplus to requirements, then surely a far more sustainable use would be to return to agricultural or horticultural use to supply and/or educate about food production for the existing villagers.

The CEO of the SoEAS, Iain Nicol says the guiding principle for this proposal was to provide a long-term, sustainable future for the society, but if the society can't make ends meet with all the existing events that take place at the showground perhaps they should look first at making some internal efficiencies rather than renaging on agreements that have been in place since 1967.

<b>Site/Policy: SA26 – Hammerwood Road, Ashurst Wood</b>			
<b>Number of Comments Received</b>			
<b>Total: 24</b>	<b>Support: 2</b>	<b>Object: 20</b>	<b>Neutral: 2</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Not clear how potential for cross-boundary impacts (e.g traffic and education) and the setting of the Area of Outstanding Natural Beauty (AONB) have been addressed. Site is within the 7km zone. Policy requirements could be added to address these issues (Wealden District Council)</li> <li>• Lies within a mineral safeguarding area, consider potential for mineral sterilisation (West Sussex County Council)</li> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Pleased to see requirements related to contamination are fully considered, as the site is located on a secondary aquifer (Environment Agency)</li> <li>• AONB – absence of a Landscape and Visual Impact Assessment and assessment of whether the development is “major” (High Weald AONB Unit &amp; Natural England)</li> <li>• Priority habitat woodland is present on part of the site, this needs to be referred to in the policy text(Natural England)</li> <li>• Appropriate mitigation will be required as the site is within 7km of the Ashdown Forest (Natural England)</li> <li>• Need to conserve and enhance areas of wildlife value, net gain in biodiversity (Sussex Wildlife Trust)</li> <li>• Site appears to be predominantly woodland, not a workshop (Sussex Wildlife Trust)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• Village is being bombarded with larger developments</li> <li>• Village infrastructure is stretched to capacity</li> <li>• Should not be including sites that are within the AONB</li> <li>• Ashurst Wood has already identified sufficient sites to meet its housing needs</li> <li>• Twelve houses does not sound like it would contribute affordable housing which is much needed</li> <li>• Landowners disagree about the provision of allotments on the site</li> <li>• Creeping development/infill/outside the built-up area</li> <li>• Adjacent development was agreed on the proviso there would be no more development south of the road</li> <li>• SHELAA is out of date as it was published over a year ago</li> <li>• There are other, better sites in Ashurst Wood</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Discuss requirements with West Sussex County Council and amend policy wording to address the requirements for potential mineral sterilisation</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> </ul>			

- Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.
- Cross boundary working will continue with all affected authorities.
- Update policy wording to incorporate Natural England advice.
- Amend Biodiversity criteria to Sussex Wildlife Trust suggested text.

776	Ms S Heron	Organisation: Rydon	Behalf Of:	Promoter
Reference:	Reg18/776/21	Type: Object		

The settlement of Ashurst wood is environmentally constrained due to the settlement being washed over with the AONB. There is no remaining residual requirement from the District Plan for additional dwellings for the settlement. In reaching the overall requirement in the Local Plan DPD, the Council (in its Sustainability Appraisal that accompanied the DPD), has had regard to the advice in the NPPF. The Council has examined the evidence to identify the point at which the adverse impacts would significantly and demonstrably outweigh the benefits, particularly when considering dwelling numbers to settlements constrained due to the AONB, which indicates that development in these locations should be restricted. In the accompanying Settlement Sustainability Review (May 2015), the Council concluded that future development in Ashurst Wood should be primarily to meet local needs. However, the SADPD proposes a site for 12 units. A balance needs to be struck to ensure the positive benefits, (social/economic) of allocating a site within the AONB is not markedly outweighed by the negative impacts (particularly environmental). Great weight should be afforded to protecting the AONB and the scale and extent of development within these designated areas should be limited, Para 172 NPPF.

996	Mr S Spooner	Organisation: Spooner Consult	Behalf Of: Eichner Family Trust	Promoter
Reference:	Reg18/996/1	Type: Support		

My clients have instructed Cowan Architects of East Grinstead to prepare the attached first draft master plan to give a basis for discussion during the consultation phases. The first draft aims to take into account the access to Hammerwood Road and the presence of existing utility conduits to reduce impact during construction. This is partly achieved by concentrating the development towards the north east corner of the site, adjacent to Yewhurst Close. This area is basically rough scrub and small trees.

It is my client’s intention to collaborate with adjacent owners to minimise impact during and after any development.

In the coming weeks the owners of the site intend to instruct a Landscape and Visual impact Assessment to validate, or otherwise, their reasoning and make any necessary adjustments to the master plan. The line of mature trees along the southern edge of the site will provide significant natural screening as well as hedgerow habitats for small wildlife. The extensive wild and open areas that will remain will give ample scope for enhancement of biodiversity as the plan for the site is developed.

It should be noted that my clients have opted to commission the master planning themselves in order to ensure that they can contribute to the preservation of character and application of sustainable principles, as they have a long standing and continuing interest in the immediate area and Ashurst Wood in general. This involves them making significant investment and taking financial risk. It also requires time and effort. For them, this is personal. My clients believe that this site should be as low energy and sustainable as possible, and suggest further discussion regarding transport planning, low energy ‘eco’ homes, reduced carbon footprint and the enhancement of the wider bio-diversity of the site. We suggest that the is an integral part of the streetscape and wider context to ensure the site’s integration with the community of Ashurst Wood.

We hope the District Council and other interested parties will support this commitment in the interests of the local community.

We are grateful for the opportunity to comment on the site allocation DPD and the supporting Design Guide and should you have any further questions regarding our site’s suitability and opportunity, please do not hesitate to contact us.

<b>713</b>	<b>Mrs H Hyland</b>	<b>Organisation:</b> Environment Agency	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/713/9	<b>Type:</b> Support		
We are pleased to see requirements to ensure potential contamination on the site are fully considered. This is important as the site is located on a secondary aquifer.				

<b>642</b>	<b>Ms C Tester</b>	<b>Organisation:</b> High Weald AONB Unit	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/642/6	<b>Type:</b> Object		
Object in the absence of: a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/14	<b>Type:</b> Object		
This site is located within the High Weald Area of Outstanding Natural Beauty (AONB). Proposals for this allocation will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/14	<b>Type:</b> Object		
We agree with the provision in SA26 for a project-level LVIA to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB. This should include impacts on the character of the historic settlement Ashurst Wood.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/16	<b>Type:</b> Object		
Priority habitat deciduous woodland is present on part of this site, which is not referred to in SA26. Priority habitat should be protected as far as possible, in line with NPPF paragraph 174 which states plans should '...promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.' Removal of this habitat would be contrary to adopted District Plan policy DP37 Priority habitat should be protected as far as possible, along with provision of measurable biodiversity net gain.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/17	<b>Type:</b> Object		
<p>Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/30	<b>Type:</b> Object		
<p>The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/29	<b>Type:</b> Object		
<p>SWT commented on this allocation in our letter dated (dated 15/10/18) and stated that up to date ecological surveys should be conducted in order assess the site's suitability for delivering sustainable development. It is disappointing that this information has not been provided. Without it we cannot assess the ability of this site to meet the environmental objectives required by the NPPF. In particular, whilst the site's current use is listed as 'workshop', the site appears to be predominately woodland. There must be a more robust assessment of the impacts of developing this site on biodiversity.</p>				

<b>595</b>	<b>Ms M Briggshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/7	<b>Type:</b> Object		
<p>The policy, as currently written, identifies a number of constraints/issues that could be incorporated into a formal planning policy. Given the site's location in close proximity to the administrative boundary of Wealden District, it is not clear how Mid Sussex District Council has considered the potential cross boundary impacts on infrastructure (transport and education particularly) and the setting of the High Weald AONB. The site is also located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the Mid Sussex District Plan (March 2018).</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/60	<b>Type:</b> Neutral		

The site lies within the brick clay (Wadhurst clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/37	<b>Type:</b> Neutral		

SA 26 Land south of Hammerwood Road, Ashurst Wood

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Contribute towards enhanced bus stop facilities including bus shelters and passenger information (RTI display, electronic bus timetables and route information) improvements on Hammerwood Road and Wall Hill Road
- Contribute towards improvements in accessing the Worth Way near the railway station

<b>773</b>	<b>Ms R Roberts</b>	<b>Organisation:</b> Ashurst Wood Village Council	<b>Behalf Of:</b> Ashurst Wood Village Council	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/773/1	<b>Type:</b> Object		

Ashurst Wood Village Council notes and agrees the reasons for the exclusion of the following sites after the high level and detailed site assessments:

- Land adjacent to Truscott Manor
- Land east of Beeches Lane (210 units)
- Land west of Dirty Lane (15 units)
- Land east of Dirty Lane (9 units)

Land south of Hammerwood Road is recommended for allocation for 12 dwellings. This site was previously submitted for consideration for allocation in the Neighbourhood Plan (for 12 houses plus some allotments), but was not selected at that time. The site assessment can be seen in the Neighbourhood Plan supporting document, Report on the Assessment of Potential Housing Sites. Although the site performed reasonably well, other sites performed better and residents were concerned about the impact that any development would have on the road network, particularly at the Hammerwood Road / Maypole Road junction and the narrow section of Hammerwood Road by the Church and War Memorial.

It should be noted that the land is visible from the Ashdown Forest and the impact of any proposed development on views from the Forest should be taken into account.

The site is currently the subject of discussions between the Village Council and some of the landowners about the possible provision of allotments. In view of this, deliverability and availability should be clarified with the landowners before including all or part of the site in the Development Plan Document.

There are no allotments in the village and there is a high demand for them. Around 30 residents have registered an interest in response to recent publicity. The Village Council would therefore prefer that the land be made available for allotments rather than housing.

Please note that SA26 states that the site area is 1.71 ha, while the site assessment states 0.7 ha. The latter figure is believed to be the correct one.



<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/25	<b>Type:</b>	Object			
The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.						

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/26	<b>Type:</b>	Object			
The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.						

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b>	Star Planning	<b>Behalf Of:</b>	Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b>	Reg18/697/7	<b>Type:</b>	Object			
Lack of ecological information before an allocation is made; poor public transport; 20 minutes to healthcare facilities and Brick Clay Wadhurst MCA approximately 40 metres from a resource. Poorly related to main pattern of settlement.						

<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b>	Sustain Design	<b>Behalf Of:</b>	The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b>	Reg18/766/8	<b>Type:</b>	Object			
We would like to object against policy SA26 as we feel it does not represent the strongest and best potential site currently available in Ashurst Wood.						
Due to its surrounding context SA26 is being brought forward on a basis of 12 dwellings resulting in a development density of 7 dwellings per hectare. Due to the open nature of the housing on the Southern side of Hammerwood Road, and the visual impact of development in this location, the site requires a very inefficient use of land in comparison with the typical district plan target of 30 dwellings per hectare.						
Site SA26 also has risk levels relating to contamination of the land on the site due to its historical uses. This raises potential issues in terms of the deliverability of the site, as should large remedial measures be required the allocation of only 12 dwellings may over burden the site and result in either additional homes being required, or the site not being developed within the timeframes outlined.						
In summary we feel that Policy SA26 should not be adopted or at least reviewed to take account of the availability of an alternative site which performs at least as well if not improves on the allocation of housing achieved.						

766	Mr C Morris	Organisation:	Sustain Design	Behalf Of:	The Paddocks Lewes Road AW	Developer
Reference:	Reg18/766/10	Type:	Object			
<p>Allocation SA26 currently has very dense tree coverage on site and will therefore result in a large loss of trees to facilitate development even at the proposed lower density rates. This will impact not only local wildlife but is particularly concerning in relation to the High Weald AONB. Further to this the close proximity to the Herries Pasture, a Local Wildlife Site (LWS), means that the level of mitigation measures required may render the site undeliverable or if it is this will be at an even lower density than currently indicated almost placing the site into the windfall category when analysed under the SHELLA and DPD criteria.</p>						

766	Mr C Morris	Organisation:	Sustain Design	Behalf Of:	The Paddocks Lewes Road AW	Developer
Reference:	Reg18/766/9	Type:	Object			
<p>DPD site SA26 is located on the opposite side of Hammerwood Road which provides the South Eastern edge of the settlement boundary and is described as delivering a “sensitive extension to Ashurst Wood which respects the character and setting of the High Weald AONB and retains the sylvan and semi-rural character of this section of Hammerwood Road”. However, the site is still very much on the rural edge of the settlement and is only bordered by built environment along its main road frontage with a small development to the Eastern boundary. The development to the East only achieved planning permission due to being a fully affordable housing scheme and would otherwise not have achieved permission for development due to its location.</p>						

766	Mr C Morris	Organisation:	Sustain Design	Behalf Of:	The Paddocks Lewes Road AW	Developer
Reference:	Reg18/766/11	Type:	Object			
<p>Access to SA26 will be made via Hammerwood Road, this is a very tight tributary road which terminates at a dead further to the East. While a small allocation of only 12 dwellings as outlined is unlikely to have an undue impact on the traffic along Hammerwood Road, when this is combined with the additional 12 properties which have already been granted planning permission under DM/18/3242 further East along Hammerwood Road, the combined increase may lead to traffic and road maintenance issues.</p> <p>Alongside this the logistic requirements during construction will be very difficult to manage and may again have an impact on the deliverability of the site with only 12 dwellings. There is also the wider consideration of the tight access points to Hammerwood Road at its junction with both the Maypole Road and Wall Hill Road when the combined addition of 24 dwellings is complete.</p>						

1048	Mr S Baker	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1048/1	Type:	Object			
<p>my objection is to the proposed development south of hammerwood road listed as SA26 (see attached) this village is now being bombarded with ever increasing amounts of LARGER developments! we feel the infrastructure of the village is now stretched to capacity without the addition of many new developments. i also feel this would just open the door to further larger infill/developments. this area was always understood to be green belt? does this not exist anymore? i feel this is an unnecessary addition which would just be the start of ruining the VILLAGE which we all want to stay the way it is!</p>						

430	Mr R Hobbs	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/430/1	Type:	Object
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SA26 appears to be the only proposed site which is wholly in the AONB. We should not be putting 12 more houses on a greenfield site in the AONB, and all the flannel about how biodiversity will be improved by doing so is simply nonsense.

Ashurst Wood has already identified sites for more than its required share of houses, and indeed provided housing (Hammerwood Gardens) that did not figure in the Neighbourhood Plan in the face of a rejection by the Planning Inspectorate.

Twelve more houses on a 1.8 hectare site does not sound like the affordable housing the area needs. The density seems more consistent with big expensive houses of which there is no shortage within a mile or two.

I also note informally that there is a divergence of opinion among the owners of the land. While three of them may well take the view that the proposed development would be financially rewarding, a fourth favours use of the land for the allotments that Ashurst Wood lacks in spite of the efforts by the Village Council to identify the site they have a legal obligation to provide.

993	Mr M Leach	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/993/1	Type:	Object
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The use of this land for housing is totally inappropriate.

This land was specifically excluded from the built up area of the village following extensive consultation on the local plan. It is clearly shown as being outside the built up boundary. It is in an Area of Outstanding Natural Beauty, and is currently countryside, providing an essential habitat for a wide range of species (mammals, reptiles, birds and insects etc). Given the current mass extinction, particularly of insect species, use of areas of countryside for new housing is entirely inappropriate and would be a grave failure in discharging the authority's responsibilities. The site provides part of the visual boundary of Ashdown Forest, as well as of course providing part of the environmentally important, ecologically sensitive, margin of the Forest. Further housing growth on this prominent ridge bordering the Forest would degrade the amenity of the Forest. Offsetting payments against this major loss of amenity will be of no benefit to the Forest and will not provide any real environmental benefit to the Forest.

The site borders an ancient ridgeway track (Hammerwood Road) which dates back over 5000 years. It is highly likely that any building here will disturb important archeological evidence and remains reflecting this history.

The site is listed as being a workshop. This is nonsensical as it is clearly countryside. While there may be a hut or similar, this would only reflect a very small part of the site. It should be noted that land to the west of this site has apparently had creeping development and infill of buildings over many years, and it is not clear whether these all had proper change of use approval at the time of initial use for housing. Further progressive encroachment and loss of countryside, nature and biodiversity would be detrimental. The village has more than fulfilled its housing targets, and imposing further housing approvals that negated the local democratic planning proposals and arrangements to meet the declared targets obviates local democracy and the local planning and plan processes.

The proposal represents ribbon development, an intrusion of building into an area zoned as being outside of the built up boundary. Any development here, in addition to the traffic load presented by the building work, would exacerbate the dangerous conditions on a road that is not designed for this increasing traffic load, with dangerous pinch points, unsafe driving speeds, and with very heavy loads during school delivery and pick up times, with hazards to young children attending the primary school. The village and nearby east grinstead do not have the infrastructure in terms of schools, roads, surgeries, hospitals, sewage and other facilities to support this increased development. The proposal does not seem to anticipate affordable housing. The adjacent development (affordable housing for the village) in Yewhurst Close was agreed on the basis that it would not provide a precedent for other developments in the South side of Hammerwood Road.

<b>Site/Policy: SA27 – Land at St Martin Close, Handcross</b>			
<b>Number of Comments Received</b>			
<b>Total: 10</b>	<b>Support: 3</b>	<b>Object: 5</b>	<b>Neutral: 2</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Require a Landscape and Visual Impact Assessment and assessment as to whether this constitutes 'major' development in the Area of Outstanding Natural Beauty (AONB) (High Weald AONB Unit and CPRE).</li> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Southern Water's underground infrastructure crosses this site. This needs to be taken into account when designing the site layout (Southern Water).</li> <li>• Clarity is required in table 2.5 that this site is to deliver only 35 units and the adjacent site allocated in the Slaugham Neighbourhood Plan would deliver the other 30 units. The trigger points for the release of this site should also be mentioned in this policy (Slaugham Parish Council).</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• The Mid Sussex District Plan has identified that there is no need for additional development in Handcross.</li> <li>• There is abundance of wildlife on the site.</li> <li>• Impact of volume of additional traffic on local access roads.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Include a criterion regarding protection of Southern Water's infrastructure.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended infrastructure contributions.</li> <li>• Site promoter is required to carry out a site-specific transport assessment</li> <li>• Clarify the quantity of development allocated by the Neighbourhood Plan and application of the trigger point</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> </ul>			

755	Ms L Da Silva	Organisation:	DMH Stallard	Behalf Of:	Millwood Homes St Martin Close	Promoter
Reference:	Reg18/755/1	Type:	Support			
<p>Promoter</p> <p>DMH Stallard LLP act on behalf of Millwood Designer Homes in relation to the promotion of land at St Martin Close (west), and write in response to the consultation on the Draft Site Allocations DPD ("SA DPD").</p> <p>We note that policy SA 27, allocates land at St Martin Close (west) for 35 dwellings and open space within the draft SA DPD. Millwood Designer Homes wholly support the inclusion of the site within the Draft SA DPD and subject to modifications to the wording of the policy, consider this policy to be sound.</p> <p>Policy SA 27 of the SA DPD and the associated Sustainability Appraisal of the site acknowledges that Slaugham Neighbourhood Plan allocates St Martin Close (east) for 30 dwellings, with St Martin Close (west) allocated as a reserve site for 35 dwellings, and therefore concludes that the principle of developing the land at St Martin Close (west) is accepted.</p>						

755	Ms L Da Silva	Organisation:	DMH Stallard	Behalf Of:	Millwood Homes St Martin Close	Promoter
Reference:	Reg18/755/2	Type:	Object			
<p>In summary, the site currently benefits from an allocation as a reserve site for residential development in the Slaugham Neighbourhood Plan and whilst we wholly support Policy SA 27 of the SA DPD, and the continuing allocation of this site, for the reasons above, we consider that this allocation should be unfettered by the requirement currently set out in the policy. We do not consider that is necessary to require the site comes forward following the delivery of the neighbouring site as this requirement is considered to be unnecessarily restrictive. We also request that the indicative phasing should be amended to years 1- 5 of the Plan period.</p> <p>With this in mind, we ask that consideration be given to amend the wording to allow flexibility with a mechanism which would recognise that development on the site could come forward even if the neighbouring site does not, or at the same time as the neighbouring site if required.</p>						

730	Mr J Farrelly	Organisation:	Genesis	Behalf Of:	Wates - Park Road Handcross	Promoter
Reference:	Reg18/730/4	Type:	Support			
<p>Overall my client supports the proposed Policy SA 27: Land at St Martin Close, Handcross allocation for 65 dwellings but queries the inclusion of this site in the draft SA DPD because the land at St Martin Close (East) is already allocated for development of 30 dwellings by Policy 9 of the 'made' Slaugham Neighbourhood Plan (SNP). The SNP also allocates St Martin Close (West) for 35 homes (under Policy 10) as a reserve site. As such both of these sites are already development plan allocations and as such my client questions the merits of them being included again in the draft SA DPD.</p>						

642	Ms C Tester	Organisation: High Weald AONB Unit	Behalf Of:	Statutory Consultee
Reference:	Reg18/642/7	Type: Object		
<p>Object in the absence of:</p> <p>a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and</p> <p>b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.</p>				

620	Ms C Mayall	Organisation: Southern Water	Behalf Of:	Statutory Consultee
Reference:	Reg18/620/8	Type: Neutral		
<p>Southern Water is the statutory wastewater undertaker for Handcross. As such, we have undertaken a preliminary assessment of the capacity of our existing infrastructure and its ability to meet the forecast demand for this proposal. Our assessment has revealed that Southern Water's underground infrastructure crosses this site. This needs to be taken into account when designing the site layout. Easements would be required, which may affect the site layout or require diversion. Easements should be clear of all proposed buildings and substantial tree planting. In addition, this site incorporates a Southern Water Waste Pumping Station (WPS). In order to mitigate any noise, odour and/or vibration generated by its operation, a 15 metre gap between the pumping station and any residential dwelling would be required.</p> <p>In consideration of the above, we recommend the following criteria are added to Utilities under Policy SA27:</p> <p>Layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes</p> <p>A 15 metre gap between the pumping station and any sensitive development (such as housing) should be taken into consideration in the site layout.</p>				

792	Mrs T Flitcroft	Organisation: West Sussex County Council	Behalf Of:	Local Authority
Reference:	Reg18/792/38	Type: Neutral		
<p>SA 27 Land at St. Martin Close, Handcross</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• RTI display provision on Horsham Road</li> <li>• Contribute towards cycling improvements to the segregated cycle and walking path along the line of the former carriageway on Brighton Road as part of NCN20 North of Handcross improvements to cycle links to Crawley</li> <li>• Provide improvements to bus stopping facilities on Horsham Road including provision of bus shelters and bus clearways</li> </ul>				

<b>690</b>	<b>Ms L Bourke</b>	<b>Organisation:</b> dowsettmayhew	<b>Behalf Of:</b> Slaugham Parish Council	Town & Parish Council
<b>Reference:</b>	Reg18/690/1	<b>Type:</b> Support		

The identification of SA27 to deliver residential units is supported however as a point of clarification, St.Martin Close (West) is allocated for up to 35 houses in the Slaugham Neighbourhood Plan (SNP).

Whilst it is acknowledged St.Martin Close (East) and St.Martin Close (West) would in combination could deliver 65 houses. It is considered the table should be updated to reflect the residential capacity of St. Martin Close (West) only i.e 35 units.

SPC support the proposed addition to the built up area as illustrated on the image in relation to SA27.

Number of units: Recommend this section is updated to detail 35 units only.

Objectives: The phased approach to the development of the site i.e. to come forward later within the Plan period following to the delivery of St Martin Close (East) is welcomed and reflects the policy requirements of the associated SNP policies.

With respect to the trigger points, recommend this reflects paragraph 6.29 of the SNP which states: ‘... the trigger point for the consideration of the release of the site should be which ever of the following events occurs first- the review of the Neighbourhood Plan itself; the adoption of the emerging Mid Sussex Allocators DPD; the adoption of any review of the Mid Sussex District Plan; (MSDP) and a material delay in delivery of the Pease Pottage strategic delivery site in the adopted MSDP ‘

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/689/6	<b>Type:</b> Object		

Our concerns apply especially to those sites that will involve major development (sites SA 7-8, SA25 and SA27). NPPF para 172 mandates refusal of planning permission for major development within an AONB unless genuinely exceptional circumstances exist for allowing it, and (separately) a public interest justification for overriding the public interest in conserving some of the country’s greatest and best protected natural landscapes. The SA DPD including these proposed major development site allocations will only be sound if future development of them can be shown on robust evidence to be justified having regard to NPPF para 172. The necessary evidence is currently absent.

In our view any future development of the two parcels of this High Weald AONB site would, considered cumulatively, constitute major development for the purposes of para 172 of the NPPF. Please refer to our submission re policy SA1 at para 2 re High Weald AONB Conservation implications.

705	Mr O Bell	Organisation: Nexus Planning	Behalf Of: Miller Homes - Lewes Road HH	Developer
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Reference: Reg18/705/9	Type: Object
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Turning to SA27, this would result in the addition of 65 dwellings to the edge of Handcross, a small Category 3 village severed down the middle by the A23. The SA outlines that half of this site is allocated in the Slaugham Neighbourhood Plan (SNP) for 30 dwellings and that the other half is identified as a reserve housing site in the SNP. Whilst it is noted that the Examiner dealing with the SNP concluded that the in-combination effects of the allocation and reserve site would not comprise major development in the AONB, fundamentally the Examiner did not know how much development would be proposed on the reserve site so it is difficult to understand how such a conclusion could robustly be made. In any event, SA27 now proposes a single allocation of 65 dwellings on a greenfield site which would irreversibly change its character and meaningful increase the size of Handcross.

Furthermore, in assessing the SNP, it must be noted that the Examiner was considering a plan area which was almost entirely covered by AONB. Conversely, the Site Allocations DPD covers the entire District where a multitude of opportunities exist to sustainably locate development outside of the AONB and Appendix B of the DPD does not indicate any housing needs to be allocated at Handcross, in line with the commentary within the District Plan. Therefore, having regard to the tests of soundness set out at paragraph 35 of the NPPF, we consider that this allocation is neither justified nor consistent with national policy for the reasons set out above.

50	Mr J Large	Organisation:	Behalf Of:	Resident
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Reference: Reg18/50/1	Type: Object
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I wish to object to the inclusion of site SA27 Land at St Martin Close (west) within the above document.

Firstly; this site allocation, in conjunction with policies 11&12 of the Slaugham neighbourhood Plan directly contradict the Mid Sussex District Plan 2014-2031 Page36 (Note6) for this area which clearly states that “ZERO” Houses are required for the duration of the plan period due to the strategic Housing allocation of 619 houses at Pease Pottage. There has also been the additional development of the Hyde Estate resulting in a total of 1985 Housing units, an increase of 75% of the housing stock within Handcross and this rural Parish.

Secondly; there has been NO public consultation or engagement or housing need assessment or exhibition or opportunity to express an opinion about new developments in Handcross or Slaugham Parish undertaken by Slaugham Parish Council or Mid Sussex District Council “SINCE” the strategic housing allocation at Pease Pottage of 619 houses and the Hyde Estate development. All of their previous assessments of housing need are therefore widely out of date, sometimes 3-5 years out of date and have since been superseded by the District Plan requirement figures which are sensibly set at “ZERO”.

Furthermore, Natural England has already objected to the development of St Martin Close (East and West) and the site is within an AONB. There is an abundance of wildlife and rare species including bats and adders all within the sites that would have their habitat lost should the site be included for any development. As well as the trees bordering the West and East St Martins sites there are many young trees that would be destroyed on the sites. Climate change now has a high profile and over development would be against climate change ideals.

Finally; Appendix B The minimum residual amount of development for each settlement (page 100) clearly states that for settlement category 3 & 4 medium and smaller sized villages that “ZERO” is the requirement for Handcross and Slaugham. Inclusion of SA27 contradicts these figures and therefore should not be included.

A further consideration would be the impact of volume of traffic going through West Park Road which cannot cope as it is now and the additional traffic impact on Handcross Village High Street plus the distance from the Village centre and amenities is too far for this development to be considered viable.



49	Mrs T Large	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/49/1	Type:	Object
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I wish to object to the inclusion of site SA27 Land at St Martin Close (west) within the above document.

Firstly; this site allocation, in conjunction with policies 11&12 of the Slaugham neighbourhood Plan directly contradict the Mid Sussex District Plan 2014-2031 Page36 (Note6) for this area which clearly states that “ZERO” Houses are required for the duration of the plan period due to the strategic Housing allocation of 619 houses at Pease Pottage. There has also been the additional development of the Hyde Estate resulting in a total of 1985 Housing units, an increase of 75% of the housing stock within Handcross and this rural Parish.

Secondly; there has been NO public consultation or engagement or housing need assessment or exhibition or opportunity to express an opinion about new developments in Handcross or Slaugham Parish undertaken by Slaugham Parish Council or Mid Sussex District Council “SINCE” the strategic housing allocation at Pease Pottage of 619 houses and the Hyde Estate development. All of their previous assessments of housing need are therefore widely out of date, sometimes 3-5 years out of date and have since been superseded by the District Plan requirement figures which are sensibly set at “ZERO”.

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Finally; Appendix B The minimum residual amount of development for each settlement (page 100) clearly states that for settlement category 3 & 4 medium and smaller sized villages that “ZERO” is the requirement for Handcross and Slaugham. Inclusion of SA27 contradicts these figures and therefore should not be included.

A further consideration would be the impact of volume of traffic going through West Park Road which cannot cope as it is now and the additional traffic impact on Handcross Village High Street plus the distance from the Village centre and amenities is too far for this development to be considered viable.

Site/Policy: SA28 – Land South of The Old Police House, Birchgrove Road, Horsted Keynes			
Number of Representations Received			
Total: 25	Support: 3	Object: 19	Neutral: 3
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Potential cross boundary impacts on infrastructure should be addressed in policy. Site located within Ashdown Forest 7km buffer and should therefore incorporate this issue within the policy or cross reference to policy DP17. (Wealden District Council)</li> <li>• Incorrect identification of Source Protection Zone (should be 3, not 1). (Environment Agency)</li> <li>• Absence of LVIA and need to address whether this is ‘major’ development. (High Weald AONB Unit)</li> <li>• An assessment of impacts on heritage significance should be undertaken as a basis for the site selection. (Historic England)</li> <li>• Mitigation will be necessary to address impacts on Ashdown Forest. (Natural England)</li> <li>• The requirements under Biodiversity and Green Infrastructure should be strengthened. (Sussex Wildlife Trust)</li> </ul>			
Key Issues Raised – Residents / Other			
<ul style="list-style-type: none"> <li>• Impact on medieval field system, AONB, Ashdown Forest, habitats, wildlife, mature trees, rural public footpath, highways and access, infrastructure and amenities.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>• Amend Infrastructure Delivery Plan (IDP) to include West Sussex County Council recommended sustainable transport infrastructure.</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> <li>• Site promoter will be required to carry out a Heritage Assessment and undertake any work as necessary.</li> <li>• Amend inaccuracy of Flood Risk and Drainage policy criteria noted by Environment Agency.</li> <li>• Amend Biodiversity and Green Infrastructure policy criteria to Sussex Wildlife Trust suggested text.</li> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> </ul>			

779

Ms A Catlow

Organisation: Strutt and Parker

Behalf Of: Ovenden Nominees

Promoter

Reference: Reg18/779/3

Type: Object

Evidence available on historic maps, and visibly on site through foundation remains, indicates that the north eastern corner of the site was previously occupied by buildings. It is currently unclear at this stage whether these buildings were directly related to the listed residential dwelling and historic farmstead of Lucas Farm opposite, however, it is evident that historically buildings have previously had an active frontage with Birchgrove Road. We therefore are of the opinion that the wording of an allocation should not specifically request a landscape buffer in relation to the heritage asset. It is accepted that a request for mitigation could be informed by a Heritage Impact Assessment. The Council have agreed that a further study in this respect can be submitted to the Council as further evidence following this consultation.

779

Ms A Catlow

Organisation: Strutt and Parker

Behalf Of: Ovenden Nominees

Promoter

Reference: Reg18/779/4

Type: Object

We are yet to undertake a technical survey that would indicate the best location for SUDs on the site. Whilst it is accepted that a SUDS pond would be likely the best scenario for the management of surface waters and flood risk, we would ask that the allocation reserves judgement on its location by not restricting it 'in the southern part of the site' as this will need to be determined by a technical study. This evidence can also be prepared and provided to the Council on request.

779

Ms A Catlow

Organisation: Strutt and Parker

Behalf Of: Ovenden Nominees

Promoter

Reference: Reg18/779/5

Type: Object

Similarly, at this early stage we would also recommend that the wording related to a 'net gain' in biodiversity is caveated appropriately until it is established through technical studies to what extent this can be achieved.

779	Ms A Catlow	Organisation:	Strutt and Parker	Behalf Of:	Ovenden Nominees	Promoter
Reference:	Reg18/779/1	Type:	Support			

Promoter

Strutt & Parker’s planning department are instructed to respond to the Mid Sussex Site Allocations Development Plan Document (SADPD) Regulation 18 consultation on behalf of the landowner, Ovenden Nominees, in respect of its interest in Land South of The Old Police House.

This supporting statement provides further information regarding the deliverability of the site and seeks to support its formal allocation within the emerging Site Allocations Development Plan Document.

Supporting technical studies of the site have already begun to take place. An ecology survey does not identify any constraints that would preclude development and detailed drawings identifying a point of access including sufficient visibility splays, have been prepared and verified through discussion with West Sussex County Council Highways. These studies confirm that the existing Oak Tree along the frontage can be retained.

2.3. Importantly in this sensitive landscape, a Landscape Character and Visual Appraisal report has been prepared. It was concluded that whilst the character and appearance of the northern part of the site itself would change, there is the potential to set development within a robust green framework, allowing it to be integrated into the existing village without resulting in unacceptable adverse effects or causing any substantial landscape impact beyond the site’s boundaries.

2.4. The illustrative site layout plan has a landscape led design and seeks to ensure the delivery of high quality housing that respects the character of Horsted Keynes whilst offering an appropriate transition to the wider High Weald AONB. This is an indicative drawing only at this stage but presents scenario for up to 30 dwellings and indicates how a possible site layout would allow for retention of the mature trees and hedgerows along the boundaries of the Site.

Strutt and Parker have commissioned an indicative site layout plan on behalf of Ovenden Nominees Limited. This is an indicative drawing only at this stage but confirms that the site is able to be allocated for ‘up to 30 dwellings’ allowing for an appropriate mix of high quality dwellings that reflect the design character of Horsted Keynes, whilst retaining the mature trees and hedgerows along the boundaries of the Site and offering an appropriate transition to the wider High Weald AONB. This is compliant with the current site allocation SA28 of Policy SA11 of the draft Site Allocation Development Plan Document.

<b>779</b>	<b>Ms A Catlow</b>	<b>Organisation:</b>	Strutt and Parker	<b>Behalf Of:</b>	Ovenden Nominees	<b>Promoter</b>
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<b>Reference:</b>	Reg18/779/2	<b>Type:</b>	Object
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The number of units identified for the Land South of The Old Police House during stage 2 of the SHELAA in April 2019 was assessed as 30. This Regulation 18 draft of the SADPD has reduced this number to 25 units. It is not clear in the Site Selection Paper 3, why the number of units has been reduced from 30 to 25, however, it is understood that the reduction of 5 units was anticipated as a result of the scale of the landscape buffer required to the front of the site. This reduction in numbers by MSDC has not been supported by any detailed technical work.

Detailed work has been undertaken to prepare an illustrative layout plan which indicates how the site can comfortably accommodate ‘up to 30 units’ compliant with the Council’s recommended housing mix policy. The proposed housing mix is also supported by recent evidence published in the Horsted Keynes Housing Needs Survey that was made available on the Horsted Keynes Parish Council website this month. This illustrative layout plan will follow the submission of this representation letter as further evidence for MSDC.

The current urban design principles of the SADPD encourages the site to bring forward pedestrian and/or cycle links. In particular, the current allocation requests that the character of the existing public footpath be retained and integrated into Green Infrastructure in the proposal. It should be noted that the current illustrative design and layout seeks the retention of the public footpath 9HK, however, it would be impossible to retain the character of this footpath in its entirety, which currently is a narrow twitten between houses connecting to Birchgrove Road to the north and traverses an open field to the south. The proposed layout does, however, ensure a secure and landscaped approach retaining the pattern and footprint of the historic routeway. We would suggest that any wording relating to the retention of the ‘existing character’ of the footpath be removed. Additionally, any cycle access would need be provided on the highways, and as such we would request that the allocation does not stipulate separate cycle links on this constrained site.

<b>780</b>	<b>Ms C Treadwell</b>	<b>Organisation:</b>	Sunley Estates LTD	<b>Behalf Of:</b>	The Old Police House HK	<b>Promoter</b>
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<b>Reference:</b>	Reg18/780/5	<b>Type:</b>	Object
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Similarly, at this early stage we would also recommend that the wording related to a 'net gain' in biodiversity is caveated appropriately until it is established through technical studies to what extent this can be achieved.

<b>780</b>	<b>Ms C Treadwell</b>	<b>Organisation:</b>	Sunley Estates LTD	<b>Behalf Of:</b>	The Old Police House HK	<b>Promoter</b>
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<b>Reference:</b>	Reg18/780/2	<b>Type:</b>	Object
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The current urban design principles of the SADPD, seeks the site to bring forward pedestrian and/or cycle links. In particular, the current allocation requests that the character of the existing public footpath be retained and integrated into Green Infrastructure in the proposal. It should be noted that the current illustrative design and layout seeks the retention of the public footpath 9HK, however, it would be impossible to retain the character of this footpath in its entirety, which currently is a narrow twitten between houses connecting to Birchgrove Road to the north and traverses an open field to the south. The proposed layout does, however, ensure a secure and landscaped approach retaining the pattern and footprint of the historic routeway. We would suggest that any wording relating to the retention of the 'existing character' of the footpath be removed. Additionally, any cycle access would need to be provided on the highways, and as such we would request that the allocation does not stipulate separate cycle links on this constrained site.

<b>780</b>	<b>Ms C Treadwell</b>	<b>Organisation:</b> Sunley Estates LTD	<b>Behalf Of:</b> The Old Police House HK	<b>Promoter</b>
<b>Reference:</b> Reg18/780/				
<b>Type:</b> Object				

Evidence available on historic maps, and visibly on site through foundation remains, indicates that the north eastern corner of the site was previously occupied by buildings. It is currently unclear at this stage whether these buildings were directly related to the listed residential dwelling and historic farmstead of Lucas Farm opposite, however, it is evident that historically buildings have previously had an active frontage with Birchgrove Road. We therefore are of the opinion that the wording of an allocation should not specifically request a landscape buffer in relation to the heritage asset. It is accepted that a request for mitigation could be informed by a Heritage Impact Assessment. The Council have agreed that a further study in this respect can be submitted to the Council as further evidence following this consultation.

<b>780</b>	<b>Ms C Treadwell</b>	<b>Organisation:</b> Sunley Estates LTD	<b>Behalf Of:</b> The Old Police House HK	<b>Promoter</b>
<b>Reference:</b> Reg18/780/				
<b>Type:</b> Object				

We are yet to undertake a technical survey that would indicate the best location for SUDs on the site. Whilst it is accepted that a SUDs pond would be likely the best scenario for the management of surface waters and flood risk, we would ask that the allocation reserves judgement on its location by not restricting it 'in the southern part of the site' as this will need to be determined by a technical study. This evidence can also be prepared and forwarded to the Council on request.

<b>780</b>	<b>Ms C Treadwell</b>	<b>Organisation:</b> Sunley Estates LTD	<b>Behalf Of:</b> The Old Police House HK	<b>Promoter</b>
<b>Reference:</b> Reg18/780/1				
<b>Type:</b> Support				

Promoter

Sunley Estates has been appointed as the chosen developer to deliver the site at Land South of The Old Police House and we write to respond to the Mid Sussex Site Allocations Development Plan Document (SADPD) Regulation 18 consultation in this regard. We are committed to delivering a high quality development which will provide much needed market and affordable housing.

This supporting statement provides further information regarding the deliverability of the site and seeks to fully support its formal allocation within the emerging Site Allocations Development Plan Document.

Supporting technical studies of the site have already begun to take place. An ecology survey does not identify any constraints that would preclude development and a detailed drawings identifying a point of access including sufficient visibility splays have been prepared and verified through discussion with West Sussex County Council Highways. These studies confirm that the existing Oak Tree along the frontage can be retained.

Importantly in this sensitive landscape, a Landscape Character and Visual Appraisal report has been prepared. It was concluded that whilst the character and appearance of the northern part of the Site itself would change, there is the potential to set development within a robust green framework, allowing it to be integrated into the existing village without resulting in unacceptable adverse effects or causing any substantial landscape impact beyond the Site's boundaries.

Sunley Estates can assure the Council of our commitment to deliver this site within the 1-5 years of the adoption of the plan. We have worked with Mid Sussex District Council on numerous occasions over many decades and have always endeavoured to ensure that our sites are policy compliant and deliver high quality homes. We believe the proposed changes to the policy wording for Site Allocation SA28 will provide the necessary flexibility to allow the best possible design to come forward to deliver a housing development that the community can be proud of.

<b>713</b>	<b>Mrs H Hyland</b>	<b>Organisation:</b> Environment Agency	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/713/10	<b>Type:</b> Object		
<p>As drafted the policy states that the site is located in Source Protection Zone 1. This is inaccurate as the site should be amended to read Source Protection Zone 3. Source Protection Zone 3 is identified as the area around a water supply source within which all the groundwater ends up at the abstraction point. Source Protection Zone 1 is a more sensitive designation and is a zone around a water supply source where a pollutant could reach that source within a 50 day travel time. Despite this clarification we support the requirement for the development to ensure that groundwater resources are protected.</p>				

<b>642</b>	<b>Ms C Tester</b>	<b>Organisation:</b> High Weald AONB Unit	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/642/8	<b>Type:</b> Object		
<p>Object in the absence of:</p> <p>a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and</p> <p>b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.</p>				

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/7	<b>Type:</b> Object		
<p>Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.</p> <p>This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/20	<b>Type:</b> Object		
Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/19	<b>Type:</b> Object		
We agree with the provision in SA28 for a project-level LVIA to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB. this should include impacts on the character of the historic settlement Horsted Keynes.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/18	<b>Type:</b> Object		
Proposals for this allocation will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16 We are also aware the High Weald AONB Unit have additional concerns about this allocation and their detailed advice should be sought on proposals at this site.				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/32	<b>Type:</b> Object		
The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/31	<b>Type:</b> Object		
This greenfield site appears to contain hedgerow and trees and is connected to a wider network of linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.				



595	Ms M Brigginsshaw	Organisation: Wealden District Council	Behalf Of:	Local Authority
Reference:	Reg18/595/9	Type: Neutral		
<p>The policy, as currently written, identifies a number of constraints/issues that could be incorporated into a formal planning policy. The administrative boundary is located a short distance from the allocation site, but not in its immediate setting so is unlikely to impact the setting of the High Weald AONB within Wealden District. However, it is not clear how Mid Sussex District Council has considered the potential cross boundary impacts on infrastructure (transport and education particularly). The site is located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the Mid Sussex District Plan (March 2018).</p>				

595	Ms M Brigginsshaw	Organisation: Wealden District Council	Behalf Of:	Local Authority
Reference:	Reg18/595/8	Type: Neutral		
<p>The policy, as currently written, identifies a number of constraints/issues that could be incorporated into a formal planning policy. The administrative boundary is located a short distance from the allocation site, but not in its immediate setting so is unlikely to impact the setting of the High Weald AONB within Wealden District. However, it is not clear how Mid Sussex District Council has considered the potential cross boundary impacts on infrastructure (transport and education particularly). The site is located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the Mid Sussex District Plan (March 2018).</p>				

792	Mrs T Flitcroft	Organisation: West Sussex County Council	Behalf Of:	Local Authority
Reference:	Reg18/792/39	Type: Neutral		
<p>SA 28 Land South of The Old Police House, Birchgrove Road, Horsted Keynes</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Provide improvements to bus stopping facilities on Birchgrove Rd including provision of bus shelters and RTI displays</li> </ul>				

680	Ms M Frost	Organisation: Horsted Keynes Parish Council	Behalf Of:	Town & Parish Council
Reference:	Reg18/680/1	Type: Support		
<p>The Parish Council supports proposed allocations SA28 (Land south of Old Police House, Birchgrove Road) and SA29 ( Land at rear of St. Stephen's Church, Hamsland) , subject to continuing discussions on the detailed planning policy criteria to be applied to the consideration of any future planning applications on these sites , and any additional issues raised during the current DPD consultationThe Parish Council support further discussions with MSDC on the most appropriate way to take forward development allocations for housing , as between the Site Allocations DPD and the Horsted Keynes Neighbourhood Development Plan.</p>				

723	Mr A Black	Organisation: Andrew Black Consulting	Behalf Of: Manoir Properties	Developer
Reference:	Reg18/723/27	Type: Object		
<p>The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.</p>				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/26	<b>Type:</b>	Object			
<p>The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.</p>						

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b>	Star Planning	<b>Behalf Of:</b>	Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b>	Reg18/697/8	<b>Type:</b>	Object			
<p>Negative effects on designated heritage assets; archaeological assessment required; poor public transport and 20 minutes to healthcare facilities. Poorly related to pattern of settlement.</p>						

<b>805</b>	<b>Mr P Fairbairn</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/805/11	<b>Type:</b>	Object			
<p>The AONB Negative (Pink) Impact assessment is, if anything, somewhat generous, given the narrative which accompanies the conclusion, for instance the loss of a medieval field system with some visibility of the site from Danehill Lane. On the evidence available, this appears to be a more severe impact than would be experienced on SHLAA Site 69: Jeffreys Farm Northern Fields yet the assessment is stated as less severe, notwithstanding the available evidence underpinning these assessments.</p>						

<b>805</b>	<b>Mr P Fairbairn</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/805/12	<b>Type:</b>	Object			
<p>The Neutral (Yellow) Less than Substantial Harm impact on the Grade 2 listed Lucas Farm is slightly surprising as this building is directly over the road from the northern edge of the site and is unlikely to be heavily screened from the development. Indeed, the existing mature oak tree in the southern road verge, which currently provides some screening of the site from Lucas Farm, must be at risk of removal in order to be able to provide a safe visibility splay on exit from the site onto Birchgrove Road.</p>						

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference:	Reg18/805/13	Type:	Object			

Local Roads/Access is assessed as Positive (Light Green) Impact and the narrative focuses on ensuring that the site is accessed from the north off Birchgrove Road, which I accept is the correct solution. However, there is no mention of the dangerous conditions that additional traffic will exacerbate at the eastern end of Station Road where westbound vehicles regularly drive up onto the pavement to be able to pass eastbound vehicles given the narrow road width and on-street parking in this location.

1025	Mrs H Griffiths	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1025/8	Type:	Object			

SA28 - Sites 216/807 - Land at Police House Field

Information in the Site 216/807 proforma (pages 214-214 and 220-221 of Site selection paper 3 Appendix B Housing site proformas), should be further scrutinised as the site assessment does not appear to be consistent with other sites in the village – namely the sites on Jeffreys Farm.

▪ Part 1, point 1, AONB: The AONB had advised that they consider a development of this site (the allocated site 807) would be ‘Moderate impact’. The assessment states that ‘High impact on AONB due to loss of medieval fields and development too isolated and separate from existing village core uncharacteristic of its settlement pattern. If access available from Birchgrove Road and development restricted to northern field, impact would be moderate. Slightly sloping to south, no watercourses mapped. Site comprises two fields to the south of row of houses along Birchgrove Road. The northerly field is better related to the settlement than the southerly one. Access via Birchgrove Road (via site 216) would be needed to integrate with the village. Access onto Danehill Lane would make development too isolated and separate from existing village core. Birchgrove Road and Danehill Lane are historic routeways. No woodland on or adjacent to the site but some mature trees in field boundaries. Part of a medieval field system. Limited view of site from Danehill Lane access.’.

- Following my challenge to the AONB (outlined in Attachment 4 of this email) there are inconsistencies in their assessment. The response from the AONB to this challenge (Attachment 5 of this email) highlights some comments that should be considered when assessing site 807 for allocation.
- o The AONB state that ‘This was a desktop assessment based on the AONB Unit’s datasets (metadata included within the reports) and it was clearly stated that they [the assessments] would need to be supplemented by evidence on visual impact.’
  - o ‘The AONB assessment relates to historic settlement pattern ..... [and] Twentieth century additions to the village are not relevant to this assessment.’
  - o Site assessments ‘did not take into account any further information provided by developers for the SHELAA or to support planning applications’
  - o ‘No information was available at the time of the AONB assessment suggesting that mature trees or hedgerows would need to be removed so this was not taken into account’ .
  - o ‘site 216 would continue the line of cottages along Birchgrove Road and the northern part of site 807 would continue development behind this’.

- The AONB assessment is relating to ‘historic settlement pattern’, so the description of the site to ‘to the south of row of [modern] houses along Birchgrove Road’ and that ‘The northerly field is better related to the settlement than the southerly one’, should not be considered to enable the development. Historically the site is medieval field system, that would have been associated with the Lucas Farm, so the site could thus be described as being ‘out of character with the settlement pattern’.
- The removal of the hedgeline and possibly mature trees to gain visibility splays and access to the site along the Birch Grove Road ‘was not taken into account’ by the AONB assessment. This should increase the AONB impact from ‘Moderate’ to ‘High’, and assessments for the development plan should include information from developers regarding site specific plans, and these should be fed in to the AONB assessments, especially if the removal of mature trees or hedgelines is required for access.
- Part 1, point 5, Listed buildings: The sustainability assessment states that ‘Grade II-listed Lucas Farm is located to the north of the site’ and that this will have ‘Less Than Substantial Harm (Medium)’ impact. It does not comment on the old barn and farm yard that used to be on site 216/807, that would have been closely connected to the Lucas Farm assets. The impact assessment seems at odds with the location of the listed building, it being directly opposite the site and not screened from the site by any vegetation that will be retained. To compare this with the assessment of the listed buildings associated with site 69 the impact was deemed to be the same yet the visibility is described as ‘some views of the site from the upstairs rear windows of the farmhouse can be afforded through gaps in the hedgeline, particularly in winter months’, and that ‘the tree belt is well established, there are some views through the gaps to the site behind, particularly in winter months’. This discrepancy highlights inconsistencies in the impact assessments on listed buildings within the settlement and I believe the impact of developing site 807 should be reassessed as ‘High impact’ on the listed building and its historic setting.

Site 807 conclusions:

The sustainability assessment for site 807 Land at Police House Field is fundamentally flawed due to disputable information being used to assess the site. The impact the Grade II listed Lucas Farm

should be reconsidered, and the advice of a moderate impact on the AONB is disputable as the removal of mature trees and hedgeline along Birch Grove Road has not been assessed, and the medieval field systems and historic barn and yard were clearly associated with and proximal to Lucas Farm, thus a development would be ‘out of character with the settlement pattern’. This provides evidence that site 807 should be reconsidered for allocation in the draft plan.

842	Mr A MacNaughton	Organisation:		Behalf Of:		Resident
Reference:	Reg18/842/1	Type:	Object			

I strongly object to the proposed development based on the points below:

- The Lane is part of a medieval field system.
- The Land is within an AONB.
- The Land is on the edges of the Ashdown Forest, the High Weald Area of Outstanding Natural Beauty, which has national and international protection because of its wildlife.
- The Land provides habitat for protected endangered species including bats and aged trees.
- The proposed development will destroy the outlook and surroundings of a rural public footpath, a right of way that has existed historically.
- This will cause additional congestion in our village, causing further delays to daily drivers, parents on the school run, public transport and, crucially, emergency services.
- The Land is a former productive agricultural green site.
- It is on what is a dangerous stretch of road already.
- The site is located at the rural edge of the village. Development here will unbalance the naturally decreasing density of housing from the centre to the edge.
- This will cause overcrowding with the additional people, families, pets, and vehicles for which there is no adequate infrastructure and amenities.
- The Land provides a borderline naturally restricting a domino effect of damaging development. The plans do not provide for the necessary boundaries needed to ensure against further development.
- This development will cause desecration of a rural community with Saxon and Norman agricultural and residential footprints.

143	Mr P Miles	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/143/1	Type:	Neutral
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Site policy reference SA28 Land South of The Old Police House in table 2.5 is shown in "Ardingly" settlement but this site is actually in "Horsted Keynes".

Also I would like to make the following comment in relation to Site Selection Paper 3: Housing - Appendix B

Reference assessment of Site ID 893 Land West of Church Lane Horsted Keynes

Whilst I am pleased to note that this site has not been selected in the draft, I am concerned that the assessment under Part 1, item 6, “Conservation Area” does not appear to reflect planning decisions in relation to the two refused applications associated with this site.

The Council’s Conservation Officer concluded that the proposals in application DM/17/4913 and DM/19/2942 would cause “substantial harm” to the conservation area and the Planning Officer fully agreed with the assessment of the Council’s Conservation Officer. However, the assessment in Appendix B indicates that this impact would be “less than substantial harm” (Low).

In view of the planning history associated with this site, I consider it is important to ensure there are no discrepancies between the planning decisions that have already been made by the Council and the assessment indicated in the appendix to the Site Selections Paper.

1326	L Polter	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1326/1	Type:	Object
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This development about the T junction on the edge of the village where roads lead to Danehill and its farm. Its centre of Horsted Keynes village and Frick Farm to the North. The Road is busy the day through Horsted Keynes with additional commuter traffic in mornings and evenings. The village has a parking problem which is getting worse. Much heavy traffic has difficulty in getting through and the sharp high angled bends joins before the junction is a continuing hazard.

Birch Grove road is hard with grass verges on either side expansion of the house has seen increased traffic. There is no scope for widening and liable or no room for walks. A further 50/60 cars as a consequence of this development would make it additionally dangerous.

The site itself is very much on this road. The period required for building and utilities with machinery and traffic could impinge and affect this area for 2 years other more suitable sites have been chosen. This one on prime land seems poorly qualified its conspicuous position on ground would quietly diminish the landscape especially when viewed from the exit and would look a lot less benign than Fairfax I would suggest.

843	Mr G Staples	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/843/1	Type:	Object
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The proposed development is a former productive agricultural green site. It is in an area designated as out standing natural beauty on the edge of the Ashdown Forest.

The site is located at the rural edge of the village essentially unbalancing the naturally decreasing density of housing from the centre to the edge. The location of this green field site means the only possible result is that there will be further dangerous congestion through the Village streets as this the only exit route out towards Haywards Heath, Station, Airport, Schools and Motorway System.

An unprecedented influx of people, families, vehicles etc for which there is no adequate infrastructure and the desecration of another rural community.

841	Ms L Staples	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/841/1	Type:	Object
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I strongly object to the proposed development based on the points below:

- The Land is a former productive agricultural green site.
- The Lane is part of a medieval field system.
- The Land is within an AONB.
- The Land is on the edges of the Ashdown Forest, the High Weald Area of Outstanding Natural Beauty, which has national and international protection because of its wildlife.
- The Land provides habitat for protected endangered species including bats and aged trees.
- The site is located at the rural edge of the village. Development here will unbalance the naturally decreasing density of housing from the centre to the edge.
- The Land provides a borderline naturally restricting a domino effect of damaging development. The plans do not provide for the necessary boundaries needed to ensure against further development.
- The proposed development will destroy the outlook and surroundings of a rural public footpath, a right of way that has existed historically.
- Development of this site will result in further dangerous congestion through the Village as this is the only exit route out towards Haywards Heath, the railway station, Gatwick Airport, schools and the motorway system. The road into the village from this Site has a sharp bend, a blind corner, that is already a recognised driving hazard, for cars, public transport and pedestrians. Near-misses and traffic build-up to a stand-still is already an issue.
- This development will create an unprecedented influx of people, families, vehicles for which there is no adequate infrastructure.
- This development will cause desecration of a rural community with Saxon and Norman agricultural and residential footprints.

<b>Site/Policy: SA29 – Land south of St Stephens Church, Hamsland, Horsted Keynes</b>			
<b>Number of Comments Received</b>			
<b>Total: 89</b>	<b>Support: 3</b>	<b>Object: 82</b>	<b>Neutral: 4</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Support this allocation subject to continued discussions regarding detailed policy criteria and any future planning applications (Horsted Keynes Parish Council)</li> <li>• Site is close to the boundary of Wealden District and it is not clear what the cross-boundary infrastructure impacts would be (Wealden District Council).</li> <li>• Appropriate mitigation required as the site is within 7km of the Ashdown Forest (Natural England and Wealden District Council).</li> <li>• Require a Landscape and Visual Impact Assessment and assessment as to whether this constitutes 'major' development in the AONB (High Weald AONB Unit &amp; Natural England)</li> <li>• Green field site, ecological assessment required. Achieve a net gain in biodiversity (Sussex Wildlife Trust).</li> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• Disruption in terms of increased traffic, congestion and impacts on existing infrastructure.</li> <li>• The road width of Hamsland is insufficient which already serves 125 dwellings, extensive work would be required to widen access, this is unrealistic because of the steep slope, impact on pavement width affecting pedestrian safety, difficulties for emergency vehicles.</li> <li>• The Challoners/Hamsland area already has long standing parking difficulties which this development will exacerbate</li> <li>• The AONB Units' assessment of the site should be re-examined.</li> <li>• The access would affect a large number of mature trees.</li> <li>• Impacts on wildlife, views from footpaths</li> <li>• There is an alternative site available which would not have access problems, namely Jeffreys Farm.</li> <li>• A petition has been signed by 350 residents objecting to the allocation of this site.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Promoter has carried out parking and traffic surveys, transport assessment and obtained pre-application advice from West Sussex County Council to demonstrate access arrangements are suitable and safe. Have agreed also to improve local traffic conditions by setting back existing on street parking into the adjacent verge.</li> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Site promoter will be required to carry out ecological assessment.</li> <li>• Site promoter will be required to carry out a Tree Survey to confirm access arrangements are achievable.</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> </ul>			



- Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.
- Cross boundary working will continue with all affected authorities.

776

Ms S Heron

Organisation: Rydon

Behalf Of:

Promoter

Reference: Reg18/776/2

Type: Support

Policy SA29 Land South of St Stephens Church, Hamsland, Horsted Keynes (Support with conditions)

1. This proposed housing allocation is supported conditionally. The site has potential to accommodate 30 two storey dwellings, internal open space, play space, surface water attenuation, and meet ecological considerations together with landscaping to soften the external edge of the built area. The site would sit comfortably into the existing pattern of development and align with adjoining residential curtilages.

Subject to appropriate conditions, the landscape impact from the development of this site would be low, as recognised by the High Weald AONB Unit in their October 2018 report, which assessed the landscape impact from thirteen respective SHEELA sites considered by Mid Sussex District Council. The High Weald AONB Unit concludes that this site is one of only two sites that has the potential to be developed with only low impact upon the AONB (as opposed to the remaining eleven SHEELA sites assessed by the AONB unit as resulting in potential moderate or high impact).

West Sussex Highways Authority have confirmed at the pre application scoping stage, that the site can achieve a safe and suitable means of access for all modes of transport and that the development would not materially impact on the operation of the local highway network. Support is also given to the proposed allocation requirement for the improving of local traffic conditions by setting back the existing on-street parking spaces in Hamsland Road into the verge, opposite the site.

2.2.4 Support is given to the proposed allocation requirement to enhance important landscape features, including the existing mature hedgerows and trees bordering the adjacent fields. The site is deliverable comfortably within a five year period.

2.2.5 The site is deliverable comfortably within the five year period to 2024/25.

642

Ms C Tester

Organisation: High Weald AONB Unit

Behalf Of:

Statutory Consultee

Reference: Reg18/642/9

Type: Object

Object in the absence of:

- a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and
- b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.

710

Ms J Coneybeer

Organisation: Natural England

Behalf Of:

Statutory Consultee

Reference: Reg18/710/23

Type: Object

Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/21	<b>Type:</b> Object		
<p>Proposals for this allocation will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/22	<b>Type:</b> Object		
<p>We agree with the provision in SA29 for a project-level LVIA to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB. this should include impacts on the character of the historic settlement Horsted Keynes.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/34	<b>Type:</b> Object		
<p>The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.</p>				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/33	<b>Type:</b> Object		
<p>This greenfield site appears to contain hedgerow and trees and is connected to a wider network of linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.</p>				

<b>595</b>	<b>Ms M Briginshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/10	<b>Type:</b> Neutral		
<p>The policy, as currently written, identifies a number of constraints/issues that could be incorporated into a formal planning policy. The administrative boundary is located a short distance from the allocation site, but not in its immediate setting so is unlikely to impact the setting of the High Weald AONB within Wealden District. However, it is not clear how Mid Sussex District Council has considered the potential cross boundary impacts on infrastructure (transport and education particularly). The site is also located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the Mid Sussex District Plan (March 2018).</p>				

<b>595</b>	<b>Ms M Briginshaw</b>	<b>Organisation:</b> Wealden District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/595/11	<b>Type:</b> Neutral		
<p>The policy, as currently written, identifies a number of constraints/issues that could be incorporated into a formal planning policy. The administrative boundary is located a short distance from the allocation site, but not in its immediate setting so is unlikely to impact the setting of the High Weald AONB within Wealden District. However, it is not clear how Mid Sussex District Council has considered the potential cross boundary impacts on infrastructure (transport and education particularly). The site is also located within the 7 kilometre buffer for the Ashdown Forest SPA and should therefore incorporate this issue within the policy or cross reference to policy DP17 (Ashdown Forest SPA and Special Area of Conservation (SAC)) of the Mid Sussex District Plan (March 2018).</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/40	<b>Type:</b> Neutral		
<p>SA 29 Land south of St. Stephens Church, Hamsland, Horsted Keynes</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Provide improvements to bus stopping facilities on Station Rd including provision of bus shelters and RTI displays</li> </ul>				

<b>680</b>	<b>Ms M Frost</b>	<b>Organisation:</b> Horsted Keynes Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/680/2	<b>Type:</b> Support		
<p>The Parish Council supports proposed allocations SA28 (Land south of Old Police House, Birchgrove Road) and SA29 ( Land at rear of St. Stephen’s Church, Hamsland) , subject to continuing discussions on the detailed planning policy criteria to be applied to the consideration of any future planning applications on these sites , and any additional issues raised during the current DPD consultationThe Parish Council support further discussions with MSDC on the most appropriate way to take forward development allocations for housing , as between the Site Allocations DPD and the Horsted Keynes Neighbourhood Development Plan</p>				

1370	Mr J Parsons	Organisation:		Behalf Of:	Hamsland Action Group	Organisation
Reference:	Reg18/1370/1	Type:	Object			

This site is one of only two sites included in the DSADPD for Horsted Keynes. The other is an edge-of-village site, SHELAA 807, which has attracted no opposition that we are aware of from residents. Site 807 is easily accessible and impacts on a very small number of residents. The DSADPD assessment puts its size at 1.23 hectares (ha) which at the standard capacity of 30 dwellings per ha for rural communities would allow up to 35 homes to be built.

However, the OSAD PD has allocated only 25 homes to this site. Site 184 covers 1.13 hectares and the DPD puts its housing potential as 30 dwellings. Unlike site 807, it is situated deep inside by far the most populous residential area in Horsted Keynes and the proposal to develop it is regarded by most residents we have contacted as the most intrusive and disruptive site possible. It has attracted a great deal of opposition, not only from the residents most directly affected by a development of 30 homes but also by residents throughout the village. Analysis of a recent petition to the Parish Council we organised to exclude it from NDP proposals shows that 154 signatures were residents served by Hamsland and 176 were residents elsewhere in the village.

Our grounds for objecting to its development are as follows:

High Weald Low Impact Assessment based on insufficient data.

A Freedom of Information Request to the High Weald AONB unit by a member of the Hamsland Action Group responsible for this submission has revealed that the unit has relied upon MSDC’s SHELAA assessment of the site. However, that assessment has not disclosed that the strip of land giving access to the site from Hamsland of about 7 metres width is bordered by part of the site-screening south-western tree boundary to which the DSADPD refers and which it states needs strengthening in its most southerly corner to protect views from a Grade II property in Wyatts Lane. A developer’s surveyor on site has advised the owner of the bungalow in Hamsland on the other side of this boundary that most of the trees alongside his property would have to be felled because their root penetration across the site access land would be fatally damaged by construction of an access road onto the site. The stretch of trees to be felled would have to continue beyond the end of the church fencing on the eastern side of the access strip to allow for both access and a turning circle for construction vehicles and would require destruction of about a quarter of a much-loved local landmark. This would breach every aspect of the AONB requirements for this site set out in the DSADPD.

Under the DSADPD’s section on Biodiversity and Green Infrastructure, it is required that any development of site 184 should “conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity” and “avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.” The meadow behind St. Stephen’s field is full of wild flora and home to the fauna that lives there. The owner has no other land in Horsted Keynes and neither presumably does the developer Rydon Homes. There is therefore no possibility of the developer achieving this objective.

Under Highways and Access, the DSADPD states that:

Access is to be provided from Hamsland. Detailed access arrangements will need to be investigated further.

Improve local traffic conditions by setting back the existing on-street parking spaces in Hamsland Road into the verge opposite the site.

Apart from getting the road name wrong in the second bullet point, there is no reference in DSADPD to the fact that Hamsland is a giant cul de-sac already serving 125 homes with about 150 vehicles belonging to residents, many of them parked on the street. The map used by MSDC is in this instance wholly unreliable as it shows Hamsland and Bonfire Lane as a continuous road joining Lewes Road with Birchgrove Road. It also shows no differences in road width, as if Bonfire Lane is as wide not only as Hamsland but also as the main road through the village centre. In fact, Bonfire Lane is much narrower throughout with no footpaths, and the section between Wyatts Lane and Hamsland is not a proper road but is a narrow, un-adopted, single-lane, unsurfaced track without vehicle passing-places, and in places has a drainage ditch running alongside it. A locked barrier separates the end of Bonfire Lane from Hamsland. Out of working hours, on-street parking of cars and vans starting on the curve of Hamsland near its junction with Lewes Road can stretch almost continuously along Hamsland to the barrier with Bonfire Lane, reducing most of the road to a single lane. Even during working hours, if an ambulance calling on a house in Hamsland has no kerbside space to park it will simply block the remaining lane for however long the visit lasts, causing gridlock. So too can trucks making gas deliveries as they cannot be moved once the pipe has been connected

and delivery started.

The curve the approach to Lewes Road is always a problem as drivers cannot see approaching traffic. Vehicles often have to reverse into the nearest kerbside space or else pull off the road onto verges or driveway openings on the south side to allow others to pass safely. In such circumstances, large diesel construction vehicles coming and going daily over a period of two to three years would cause major traffic problems and inevitably cause accidental damage to parked vehicles, They would also damage the tarmac surface, which covers the original concrete base, and the grass verges and driveways currently used to allow traffic to flow. In Health and Safety terms, they would emit diesel fumes and noise pollution in a densely populated residential area, endangering residents' health, especially asthmatics. Children playing along Hamsland the stretch near the church would also be put at greater risk of injury. Objection Is not new and was set out in a paragraph of a special report by a transport consultant commissioned by a member of the Hamsland Action Group and presented to the NP Steering Committee at their meeting on 12th November 2015. This stated (editorial amendments shown in [...]):

“4.3 There are current concerns in regard to access on Hamsland, [as] properties on the north side have no parking and vehicles are on the highway on both sides. The carriageway is 5.5 metres wide and residents are considerate by leaving gaps to allow passing. At peak times there is no space for deliveries for larger vehicles. The road is often blocked by such vehicles, especially when delivery of gas is required as this needs to be directly in front of the property to connect hoses to gas tanks. There have been incidences where emergency vehicles have been unable to get through. Residents normally park vehicles outside their properties so that they can be seen and are accessible for people needs such as the elderly and disabled or with heavy shopping. West Sussex County Council has not adopted a formal standard for residential streets and Manual for Streets (DfT, 2007) gives a flexible approach, [but] a review has been made of other authority standards as best practice. Essex Design Guide that has had extensive research and a best practice guide sets out the requirements for residential streets in the Service and Access section. Due to the restrictions on off Street parking north of Hamsland this should be described as being a Minor Access Road and therefore as a cul-de-sac should be limited to 100 dwellings. There are currently 101 (should be 1251 dwellings served from the access, and therefore it is concluded that no further development is acceptable from Hamsland that includes Site 183 and 184.”

In an update of his report dated 27 October 2019 in relation to good planning practice in providing for access by emergency vehicles, the consultant has emailed the following:

The Essex Design Guide was adopted in 2005 and has since been revised excluding the road type as stated in my report. I have made a search on other local authority standards and have attached part of the Kent Design Guide. With a single point access there are issues with emergency services and if the road is closed for maintenance as described on page 144 of the Kent Design Guide – Maintenance Access.

The Hamsland is constrained at the junction with Lewes Road due to the on-street parking and as on a bend there is reduced visibility between opposing flows who may not be able to pull in to give way.

There are no current parking or loading restrictions and although consideration is given to making passing places for cars the occasional larger vehicle could have difficulties and get stuck. The implementation of parking restrictions would have detriment to the existing residents who have no off-street parking facilities.

Pages 126 to 129 of the Kent Design Guide describes Minor access and the Hamsland would fit in this category. For a cul-de-sac the maximum number is 50 units; however an emergency access is provided through Bonfire Lane and the guide therefore suggests this can be increased to 100 units.

The width of a Scania fire engine is 2.3 m and the space between the barrier posts at the end of Bonfire Lane is just 2.85 m. The Bonfire Lane track immediately leading up to the barrier is designated as a footpath, not a road, as the final property in Bonfire Lane, Woodside, has driveway access to Hamsland. The path here is just 2.5 m wide, although it has a metre-wide grass verge on one side with low removable decorative metal pieces edging the path. However, the width of the track a little further up Bonfire Lane is also 2.5 m wide, but this time edged by bushes on one side and a deep ditch on the other.

Paragraph 6.7 of the Department for Transport Manual for Streets (see Appendix) advises that the minimum kerb to kerb carriageway widths for fire engines should not be less than 3.7 m, so clearly Bonfire Lane does not comply with that. Whilst this restriction applies to the working space at the scene of the fire, the Fire Service would accept short stretches of carriageway no less than

2.75 m wide in order to reach the scene of a fire. However, the final stretch of Bonfire Lane does not even comply with this requirement.

In short, Bonfire Lane cannot be regarded as an alternative emergency access route into Hamsland even if the Fire Service had a key to unlock the barrier, and Hamsland must therefore be treated as a single-entry cul-de-sac. The Kent recommendation would in an ideal world limit Hamsland's housing numbers to just 50, so any plan to increase the number above its current 125 must be seen as highly irresponsible, and the MSDC actual proposed increase to 155 as wholly reckless.

Following rejection of the NDP the PC submitted in 2017 for examination by the government inspector, they have engaged a consultant to advise them on their next NDP steps, and it appears to the signatories below that he has simply taken the MSDC proposals now embodied in the DSADPD and recommended them to the PC. This favours remote desk top planning over local knowledge and community needs. The petition referred to above resulted from a PC vote on 23th May this year in favour of accepting his initial report by 5 votes to 3. His report noted the severe traffic problems described above and proposed two forms of mitigation, namely road management improvements, including widening the road to allow safer on-street parking, and provision for off-street parking on site 184. These are impracticable suggestions that would not improve the situation for the following reasons:

On the northern side of the first section of Hamsland where the parking problem is at its worst due to a lack of off-street driveways, the narrow pedestrian path is two feet higher than the road with a steeply banked grass verge. Removing the verge would create many new problems (need for safety barriers for pedestrians, difficulty or impossibility for prams or mobility scooters to pass each other, impracticability of providing steps to enable egress into or from Street because of lack of path width, obstruction of access for emergency vehicles, etc.), as well as permanently diminishing the character of the street. Removal of verges on the south side only would not suffice to allow two-way traffic flow. Widening the road would be costly, take a long time, be hugely disruptive to residents and deliveries to homes, and endanger access for emergency vehicles while it was taking place.

Using site 184 for off-street parking is equally impracticable as it would not be available until construction was complete and would thereafter need constant monitoring to counter the risks of vandalism and theft. It would be extremely inconvenient for mothers with children and/or shopping and for elderly or disabled residents.

It would impose very unwelcome lifestyle changes on residents and it is unthinkable to expect elderly people, families with young children, and anyone with a disability to have to walk any distance to and from their home due to unreasonably distant parking facilities.

The DSADPD does not address any of these problems except to suggest widening the road opposite the site access point to allow parking to continue there with enough space available for large construction vehicles needing a wide turning circle to enter and exit the site.

Apart from the parking and traffic issues addressed above, the following infrastructure issues have also been identified regarding a potential development of site 184:

**Sewer drainage issues:** It is a major issue whether the existing system can take any more waste due to capacity at which the system currently runs. As the proposed development is on a downhill slope, how will sewage reach the existing system? Via a pumping station?

**Surface water:** The current system runs at high capacity. How will surface water reach the existing system? Another pumping station? Soakaway systems would not be adequate as the sub-soil is heavy clay which is not permeable.

**Mains water:** Water pressure in this area is at the absolute minimum as it is, and any further demand for mains water will have a detrimental effect on current demand due to lack of investment by South East Water in the installation of a new mains pipe into the village. Breakdowns to the system happen regularly.

The road system in Hamsland, constructed many years ago to service a much lower traffic volume, is inadequate in both construction and width. Already beyond its originally planned traffic load, it cannot be expected to handle construction traffic for any prolonged period of time due to their weight, size and volume. As mentioned above, despite the proposal to eradicate the grass verges there still would not be enough width to the road for people to pass safely with increased volume of traffic, including wide construction vehicles.

**Alternative edge-of-village sites** We appreciate that Horsted Keynes needs to contribute to the objectives laid down in the National Planning and Policy Framework and in county and district

policies, and that in the Mid Sussex context Horsted Keynes should if possible meet a target of 65 new homes by 2031.

But even if there were no other sites available to make up the shortfall in housing numbers, we would maintain that site 184 is so bereft of merit and so intrusive and disruptive of the lives of a large number of residents that it should never have been considered by MSDC planners, let alone be proposed for inclusion in our NDP by our Parish Council. In our view, the PC should be much more anxious to fulfil their duty to promote and defend the interests of local residents than to comply with MSDC's desktop plans, even if this means challenging MSDC's exclusion of certain edge-of-village sites that suffer none of the disadvantages of site 184 and cause the least harm to our community instead of inflicting the most.

In this context, we submit that, in addition to site 807's capacity to provide more homes, there are good alternatives to site 184 and that the following SHELAA sites offer more than sufficient capacity to meet the housing shortfall.

#### Site 68 (Farm Buildings, Jeffrey's Farm)

SHELAA states the site size as 0.75 ha with a housing potential of 18. Except for its falling within the High Weald AONB, which is true of all Horsted Keynes sites, it suffers no constraints and its assessment states that safe access to the site is already available. Its overall assessment shows it to be Stage 1 Suitable, Available, and Achievable, and gives the development timescale as Medium- Long Term. There is no justification given for excluding a short-term timescale. Despite this generally favourable assessment, access to the site is along a narrow unadopted track, and MSDC planners have therefore restricted its housing capacity to just 6 homes. However, as SHELAA notes, the owners' planning application for six homes has actually been turned down by MSDC and an appeal has been lodged against their grounds for refusal.

Irrespective of the result of the appeal, the owners have said they are willing to build a new access road from a point in Sugar Lane approved as suitable by WSCC Highways Dept., and this could open up the possibility of a much higher housing density, although we are aware that the site owners have applied for permission to build just 5 large homes. The site owners are convinced they can offer effective mitigations against all of the planning department's concerns, e.g. ensuring against later development spread to the west.

#### Site 69 (Jeffrey's Farm Northern Fields)

SHELAA states the site size as 2.84 ha with a housing potential of 18. However, although woodland covers parts of the site, its housing potential is much higher than 1 and the first NDP assessment by an independent consultant in 2014 put the figure at around 36, double the SHELAA figure. Like site 68, site 69 suffers NO constraints. However, SHELAA incorporates an extraordinary error by claiming that access to the site is unavailable or severely restricted. This is because of acceptance by MSDC planners of a myth that the Jeffrey's Farm front field adjoining Sugar Lane and adjacent to site 69 does not belong to the farm land owners. We think the confusion arose because a restrictive covenant granted to the farmhouse residents by the land owners precluded any building on the front field except for a sports pavilion. However, legal advice in 2015 and confirmed this year states that this restriction in no way prevents the site owners constructing an access road to adjacent sites 68 and 69. However, at least one member of the 2015 NDP Steering Group seemed to think that being covenant beneficiaries equated to ownership because, when asked at a NDP workshop why adjacent sites could not be accessed across the front field, she said "the owners would not allow it."

Access to the site would be provided by the construction of the access road mentioned in connection with site 68. The factual error in SHELAA has been pointed out by the Jeffrey's Farm site owners who have provided documentary proof, but it seems MSDC's planning department are very reluctant to correct it because the error remains there for all to see online. This means of course that SHELAA's suitability assessment is wholly invalid because it falsely states:

"Significant constraints - assessed as unsuitable at Stage 1"

Nevertheless, SHELAA accepts that the site is available and achievable, and puts the development timescale as "Medium-Long Term". Correction of the error would leave no reason why the timescale should not be short term. It is true that, in contrast to residents near the Police Field site, residents in Sugar Lane and Boxes Lane have promoted strong opposition to the inclusion of site 69 in the NDP, although they would be little affected in practice as development would be set back from the road and there is a small woodland barrier between such residents and site 69. However, in alliance with members of the parish who wished to see minimal development, they succeeded in changing the complexion of the PC and its NDP Steering Group in the period from May to July 2015 and thereby got the main Jeffrey's Farm site excluded from NDP proposals. However, a combination of conflicts of interest, special interests, and nimbyism should have no place



in driving the kind of impartial, objective, and democratic process that the government’s enabling legislation for NDPs in 2011 envisaged.

Site 781 (Land south of Robyns Barn, Birchgrove Road, Horsted Keynes)

SHELAA states the site size as 4.28 ha with a housing potential of 45, and notes there is a pre-planning advice planning application pending consideration. As with the Jeffrey’s Farm sites, there are no constraints. SHELAA states there is currently no safe access but acknowledges access could easily be gained. As with site 68, the site is seen as Stage 1 Suitable, Available, and Achievable, and the timescale is put as Medium-Long Term. Once again, there is no justification offered for dismissing its short-term potential.

Conclusion

We conclude from the above evidence that any increase in the housing stock served by Hamsland is wholly unjustified and that the proposal to add 30 homes to it, an increase of 24%, is highly irresponsible and the opposite of good planning practice. We find it extraordinary that, despite the availability of edge-of-village sites which would make a minimal impact on the lives of residents, MSDC planners have chosen to select the most disruptive site it could possibly find but also one which does not even fulfil their own planning criteria.

It is true that the above alternative sites are not immediately contiguous with the current built-up area boundary (BUAB) for the village, but it is also true that this boundary is very out-of-date and needs to be updated to include many homes of residents outside its limits who nonetheless see themselves as part of the village. A BUAB revision could easily incorporate the edge-of-village sites discussed above.

ATTACHED: Petition signed by 339 residents; carried out June 2019 in the context of the Neighbourhood Plan

723

Mr A Black

Organisation: Andrew Black Consulting

Behalf Of: Manoir Properties

Developer

Reference: Reg18/723/28

Type: Object

The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.

725

Mr A Black

Organisation: Andrew Black Consulting

Behalf Of: Village Developments Floran Farm

Developer

Reference: Reg18/725/27

Type: Object

The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.

699	Mr H Asson	Organisation: Rapleys	Behalf Of: Horsted Keynes LLP	Developer
Reference:	Reg18/699/4	Type: Object		
<p>Access to the site is from Hamsland, a cul-de-sac which includes Challoners. The road serves over 75 houses, and the addition of 30 more units would extend this beyond 100. It is considered to be clearly unsustainable to all for a cul-de-sac to service 100+ units. Parking is a significant local concern in Hamsland, with roadside parking having effectively turned the road into a single-lane highway. The addition of 30 dwellings being provided access to this site is highly likely to exacerbate the existing situation.</p> <p>In addition to the principle of increased units serviced by Hamsland, there are also concerns regarding access to the site itself. As shown in the image below, the proposed access between the church and the site to the west is narrow, especially for a major development seeking permission for 30 units, and is unlikely to allow for a two-way road.</p>				
697	Mr D Barnes	Organisation: Star Planning	Behalf Of: Wellbeck -Handcross	Developer
Reference:	Reg18/697/9	Type: Object		
<p>Negative effects on designated heritage assets and no assessment of the access. Poorly related to pattern of settlement.</p>				
551	Mr L Allan	Organisation:	Behalf Of:	Resident
Reference:	Reg18/551/1	Type: Object		
<p>I do not agree with the site allocation Site 184, St Stephen's Field, Horsted Keynes. This site, and the possibility of 30 dwellings, outside the BUAB and within an AONB, within 7km of the Ashdown Forest does not constitute an exceptional need and thus us not justified.</p> <p>This site would cause severe disruption to a large number of residents in terms of access and safety requirements. There are justifiable concerns that the true impact of the development on such a large proportion of residents of the village has not been accurately assessed.</p> <p>I would urge that MSDC take seriously the impact of any significant development in excess of 12 houses outside the Built Up Area Boundary of this idyllic village. An OAN should not be regarded as an unmovable target figure ignoring infrastructure limitations and NPPF principles.</p> <p>I urge you to remove Site 184 from the draft plan.</p>				

<b>552</b>	<b>Mrs K Austin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/552/1	<b>Type:</b>	Object			

This site is totally unsuitable for inclusion in your Site Allocations DPD due to the poor access onto Hamsland which already serves 125 dwellings. Also the width of the access to the proposed houses is not, in my opinion wide enough. Please also note that some maps of this area seem to indicate that there is access to Hamsland from Bonfire Lane. This is not the case, there is a barrier at the end of Bonfire Lane which is only opened in emergencies.

I understand that extensive work will be needed to widen most of Hamsland for construction traffic. This will destroy the rural nature of this access and cause intolerable disruption to all residents of Hamsland and Challoners, as their only means of access. There is already a lot of on-street parking, where are these people meant to park while this widening is taking place? It is obvious that surrounding roads will suffer unacceptable disruption even before building work starts. Also, what will happen if emergency vehicles need access during this period?

The infrastructure of Horsted Keynes does not lend itself to development on this scale. The drainage system struggles to cope in many areas of the village, the water is already at low pressure, and we far too frequently get power outages. Coupled with the fact there is no gas in the village, necessitating oil tankers to be constantly requiring access to most dwellings and you get the picture of a rural village already at maximum capacity.

Please withdraw Site 184 from your Site Allocations DPD

<b>429</b>	<b>Ms H Barnaby</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/429/1	<b>Type:</b>	Object			

I object to the proposed planning request to build 30 houses in the St Stephens Field Horsted Keynes due to poor access.

The use of Hamsland road leading in and out of this proposed development would cause immediate danger to residents in and around the Hamsland locality. The plan to build in St Stevens field would prevent current daily tasks and activities which form and support this caring rural village community and the life in this village for all age groups.

Many Children and adults walk or cycle on a day to day basis -

- \*to and from home to get to school,
- \*to the village centre, shop, village events
- \*children can currently walk in this vicinity and to the park unaided
- \*elderly residents can amble slowly and safely across the road at Hamsland by foot and mobility scooter.
- \* to get to the bus links,
- \*walk pets including dogs cats and horses
- \* to visit and support friends and neighbours
- \*local school activities take place:such as cycle proficiency, geography and other educational trips
- \*adequate parking for the houses already situated on Hamsland 2-3 cars per household would be compromised.

All of the above would be impacted as well as many other daily tasks and activities which form and support this rural village life.

The proposed access to St Stevens Field would not allow the children in this rural community of this village to continue to live and play in the save environment they enjoy today. We need to protect our children’s ability to be outdoors and safe.

536	Mrs S Barnard	Organisation:		Behalf Of:	Mr Anthony Bacon	Resident
Reference:	Reg18/536/1	Type:	Object			

Currently the parking situation in Hamsland is appalling where people have to park their cars along both sides of the road which makes it difficult for him and visitors to park their cars in his driveway and I think this applies to many residents in the road, if you have to make alterations to the north side of the road I'm sure this will have huge impact on the residents especially the elderly and many of the residents have lived there for fifty years or so and will be a huge change for them. This of course will and does make it difficult for emergency services to have access when needed, I my self is very concerned about this as my father is 92 and does and will in the future need this service at some point.

Not forgetting the pollution and congestion from the large vehicles that will need to service the surrounding roads during the development and of course are the roads strong enough to take the heavy weights.

I would also like to raise concern over the large amount of trees that will have to be felled to construct a development site.

I understand there has been two suitable edge of village sites put forward that are popular with residents and have been ignored I think these sites will not put a huge strain on such a beautiful village and is so important to retain this charm for those that live there.

1375	Mrs L Barnard	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1375/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1288</b>	<b>Mr T Bartrum</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1288/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

1008	Ms T Beckingham	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1008/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever. Hamsland is a popular area to walk around, reducing access to pavements or significantly narrowing them, would pose a significant danger to pedestrians, in particular, young children walking to school.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked. Many residents do not have off road parking and this would cause problems and stress for all the residents.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

The ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-ways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the wastewater and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Further to these considerations, St-Stephens field is not a brown field site, this is an ANOB area. Wildlife is abundant within these areas, and this will have a significant impact on the biodiversity. Tearing down mature trees and offsetting with large estates is not helping the worrying effects of global warming and facilitating the council to become carbon neutral. Finally, the infrastructure surrounding Mid-Sussex is struggling to adapt to the ever increasing population. For example, I have seen no consideration to the effect on local Primary care services, of which many have had to close their books to new patients. Furthermore, I know first-hand the local hospitals and emergency services, are at crisis point.

Incorporating this contentious site into your plans will be detrimental to a larger number of residents within the parish than if other sites were included.

Please withdraw Site 184 from your Site Allocations DPD.

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<b>1277</b>	<b>Mr J Bennett</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1277/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.



1405	Mrs M Boyce	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1405/1	Type:	Object			

I am writing to make known my objections to the development of this site.

Firstly, you will note from my address that the entrance to this site is along the only access to my house, the road already has a considerable number of cars parked and any construction traffic will severely hamper the everyday business of all the residents in this small cul de sac, which already serves 125 homes, many with 2 or more cars. I note that changes are proposed to the kerbs but this will still not ensure complete access, especially for the emergency services. This is a more established area of the village and there are a high proportion of elderly residents, often needing ambulance care. Access at the top of Hamsland, on to Lewes Road is also difficult currently with cars parked at both sides of the junction, hindering vision and restricting the turning circle of vehicles.

The proposed development will put pressure on this already busy area of the village and I feel both water and sewage services will be compromised for current residents. Plans for felling of trees to improve access into the site itself will also negatively impact on the area. Whilst it is to part of the main conservation area of the village, it should still be respected as a rural community.

There has been long and bitter discussion over the Village Plan for Horsted Keynes but now it seems that Mid Sussex has arbitrarily decided to include this site for development without due regard for a large number of residents within this area, whilst dismissing other sites that would have a smaller impact both on local services and the natural environment. I do hope this proposal will be reconsidered

<b>1311</b>	<b>Mrs D Clark</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/1311/1	<b>Type:</b>	Object		

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1290</b>	<b>Mr &amp; Mrs S J Creasey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1290/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

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- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

938	Mr A Davies	Organisation:		Behalf Of:		Resident
Reference:	Reg18/938/1	Type:	Object			
<p>Adding an additional 24% (30 houses to the existing 125) of housing to an area with limited/narrow access will be very detrimental to this quiet residential area. Obviously during however long construction takes the many lorries are bound to cause issues with access and raise the risk when emergency services are needed.</p> <p>Widening of Hamsland itself will cause currently parked cars to need to be parked elsewhere, but with no obvious space for that to happen in Horsted Keynes. I live on Lewes Road and I can see how that might get very congested at times. Many parents walk their children to and from St Giles school twice per day and extra traffic puts those children at risk also.</p> <p>It seems likely that a number of large trees including two oaks will be destroyed as part of building the necessary access road.</p> <p>Finally what thought has been given to services such as water, we currently have issues with low water pressure and frequent digging up of roads to address issues. Adding additional houses without a plan to deal with that will only make that worse.</p>						

954	Mrs J Davies	Organisation:		Behalf Of:		Resident
Reference:	Reg18/954/1	Type:	Object			
<p>Adding an additional 24% (30 houses to the existing 125) of housing to an area with limited/narrow access will be very detrimental to this quiet residential area. Obviously during however long construction takes the many lorries are bound to cause issues with access and raise the risk when emergency services are needed.</p> <p>Widening of Hamsland itself will cause currently parked cars to need to be parked elsewhere, but with no obvious space for that to happen in Horsted Keynes. I live on Lewes Road and I can see how that might get very congested at times. Many parents walk their children to and from St Giles school twice per day and extra traffic puts those children at risk also.</p> <p>It seems likely that a number of large trees including two oaks will be destroyed as part of building the necessary access road.</p> <p>Finally what thought has been given to services such as water, we currently have issues with low water pressure and frequent digging up of roads to address issues. Adding additional houses without a plan to deal with that will only make that worse.</p>						

1308	Mr P J Fagg	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1308/1	Type:	Object
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SA29 St Stephen's Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way's cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/805/7	Type:	Support
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SHLAA Site 184: Land South of St Stephens Church

☐ The AONB Low Impact assessment is understandable and appears to be appropriate on the evidence provided.

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference:	Reg18/805/8	Type:	Object			
<p>The Neutral (Yellow) / Low/Medium impact on Trees and TPO looks to be highly optimistic given the narrow width of the access route into the site from Hamsland. It seems probable that any appropriately sized access to the proposed development of 30 new homes would require removal of the mature trees currently screening the north-western boundary of the site.</p>						

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference:	Reg18/805/9	Type:	Object			
<p>The Highly Positive (Bright Green) impact assessment for Local Road/Access is impossible to reconcile with local knowledge. Hamsland is a narrow cul-de-sac serving a large number of dwellings and is already constrained by unavoidable on-street parking for houses on the north side of the road. The access challenges of serving an additional 30 new homes are considerable and, I would contend, warrant at best a Negative (Pink) rating. The housing on the north side of Hamsland sits up on a bank and the verge on that side of the road could not be removed to enable Hamsland to be widened. It would be necessary to remove the verge on the south side of Hamsland to provide any additional width to accommodate the extra traffic. I suggest that the portion of Hamsland between Lewes Road and the access to St Stephens Field would ideally be in the order of 8m wide, being 5.5m roadway with a 2.5m wide marked parking bay along its length. If this cannot be achieved in the space available, then serious consideration should be given to the number of properties (if any) proposed to be developed on SHLAA Site 184 given the access difficulties.</p>						

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference:	Reg18/805/10	Type:	Neutral			
<p>Conclusion: If, after further assessment, this site continues to be prioritised in the site allocation for development in HK, it may be that this site should be zoned for a lower density development with fewer dwellings as it is on the edge of the village, is fairly remote from the bus route by contrast with other sites in the village and has demonstrable access difficulties along Hamsland.</p>						

1061	Ms B Fairweather	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1061/1	Type:	Object
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The description of this site states that it is to be accessed from the road in which I live, Hamsland. The only entrance to this field is the wooden farm gate immediately next to my front garden that leads to a narrow strip of land which continues for some 30 metres before widening to the east to become the main field area.

My home is separated from this entry strip only by a row of tall trees, dominated by a mature oak next to the road and the electricity sub-station, all set into the field’s boundary hedge. The MSDC Tree Officer has carried out an inspection of these trees and has stated in writing that the oak is well worthy of protecting by a TPO, but it seems that one cannot be issue because of the Site Allocations DPD. The Tree Officer also said that to protect the roots of these trees, a 5 metre clear gap would have to be allowed before any construction can take place, otherwise they will all be fatally damaged.

I have heard arguments that any development would protect these trees by respecting this 5 metre clearance before building the roadway, but I fail to see how this could be achieved since the strip of land is only 7 metres wide. This means if this site is developed even for a few houses, constructing the access road will cause fatal damage to all these trees. I am also given to understand that multiple heavy vehicles just passing to and fro along this strip of land to get onto the field would compact the ground sufficiently to severely injure the tree’s root systems. The evidence that any development will have this result was given some months ago when a Developer’s surveyor standing on that field told me categorically that “all these trees will have to go”.

To permit development of this site will therefore be knowingly responsible for the destruction of at least 45 metres of large trees, defeating the stated AONB Management Plan of your proposal to “Retain and enhance important landscape features, mature trees and hedgerows”. The displacement of the wildlife sheltered by these trees will be permanent, of course, including the bats that I often see flying over my garden.

The opening line of the DPD proposal under Objectives states the intention to respect the character of the village and the High Weald AONB - not to respect the opinions of the High Weald AONB Unit, but the principals of an AONB itself. The Unit’s opinion that rates the site as having a low impact on the AONB is wrong and must be re-examined, this time properly taking into account the actual result of any development. The AONB must be protected, not skewed by what seems to be biased opinion in order to achieve an unrealistic housing target.

The Urban Design Principles of your proposal speaks of orienting “the development to provide a positive active frontage in relation to the existing settlement, open space and attractive tree belt”. This cannot be achieved if these trees are felled because there will no longer be a tree belt, and the screen that they currently provide will have been removed.

As a result of the increased congestion inevitably caused during the construction period, I also fear any interference with the ability of an ambulance to reach my home in an emergency as I live in a big cul-de-sac with over 100 houses that all have to use one entrance. I share the concerns of many of my neighbours in Hamsland and Challoners about the necessity to alter the width of the road and displace the on-street parking essential to the many that do not have garages or driveways.

As an 80 year-old I dread the noise and pollution that will happen directly outside my windows and after the houses are built, the extremely distressing prospect of scores of vehicles of all description driving to and fro beside the whole of my garden and within 4 metres of my bedroom.

Please remove this threat to a quiet community. Do not let this site be considered for developments of any size but withdraw it from your list of proposals completely.

Mrs Barbara Fairweather

961	Mr P Fairweather	Organisation:		Behalf Of:		Resident
Reference:	Reg18/961/1	Type:	Object			

In addition to my earlier letter of objection, I have an issue with the Site Allocations DPD’s stated objectives for this site, which are:

“To deliver high quality, landscape led, sustainable extension to Horsted Keynes which respects the character of the village and the High Weald AONB, and which is comprehensively integrated with the settlement so residents can access existing facilities.”

With car ownership so commonplace, allowing routine access to whatever facilities one needs, it must be assumed that this accessibility refers to pedestrian journeys. It is obviously considered so important that occupiers of this ‘extension’ can easily reach ‘facilities’ in this way that outlying sites put forward for development have been excluded from the Site Allocations DPD because they do not allow this to happen.

Unfortunately, exactly what facilities newcomers would be able to reach on foot is extremely limited, and cannot be regarded in any way as vital. The facilities in the village centre to which the occupiers of the new houses on this site would have easy pedestrian access are:

Church, Church Hall, Primary School, Village Hall, Two Public Houses, Village Club, One Shop, part-time Post Office (open two afternoons a week), Bus Route (270), Public Toilet. This list hardly represents a significant reason to justify the development of a green-field site in this location merely because it is a little closer to these meagre benefits than other sites.

Please exclude site 184 from consideration for Development.



1092	Mr P Fairweather	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1092/1	Type:	Object			

The inclusion of this site in your Site Allocations DPD is flawed in that it does not take into account that there is only one vehicular access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

The High Weald AONB Unit itself has made clear that it is not a statutory body but an advisory one and that its desktop findings are able to be supplemented or modified by local knowledge as expressed via Parish Councils. Despite this the Horsted Keynes Parish Council has not seen fit to challenge any AONB assessment but has accepted them all without question, defending this position in the face of considerable pressure from the residents that it seeks to represent.

The assessment of low impact on the AONB is incorrect and should be remedied as soon as possible. The construction of a road access over the narrow sole entrance to this site would cut through the root-plates of two mature oaks as well as a number of other 10-15 meter high trees, destroying them and removing any screening effect that they might have provided. As this is a green field site, this is contrary to your AONB undertaking to conserve and enhance important landscape features and local knowledge has clearly not been taken into account during the process to select this site.

Wildlife using these trees includes bats that roost there and which are often observed in the immediate vicinity and it should be noted that the perimeter of this site is home to badgers that have been seen foraging along the grass verges of Hamsland. These factors must alter the AONB assessment, making development of this site unacceptable since it would displace protected species by the felling of the very trees that are currently regarded by the AONB Unit as providing screening.

Due to the lack of facilities within the village, in order to access the nearest shops in Lindfield and Haywards Heath the additional traffic resulting from developing this site would inevitably be funnelled through the Conservation Area in the centre of the village. Also the site is well within the “zone of influence” of the Ashdown Forest which would be impacted by vehicles accessing alternative facilities in East Grinstead. The exceptional unobstructed views that would be enjoyed by the occupants of any houses built on this land demonstrate that development on this site, located as it is close to the south-facing ridge crest overlooking the Weald, would be easily visible from as far as the Downs and consequently would cause light pollution in a ‘dark sky’ area.

According to NPPF 172 "Planning permission for major developments should be refused except in exceptional circumstances and where it can be demonstrated that they are in the public interest..." but it is not stated which definition of ‘public’ is being used? If ‘public interest’ means the interest (i.e. benefit) of the existing local population then Site 184’s development must be refused under NPPF 172. If it means the interest of the whole population of the UK, MSDC must clearly demonstrate exactly which benefits currently enjoyed by the local population it is prepared to sacrifice to meet a housing target it has itself imposed on this village. In addition, permitting this site’s use for major development is contrary to National and Local planning policies because it is located within the High Weald AONB and this village should have the maximum protection against any building except infill.

The published Site Allocations DPD on this site contains unworkable statements that give rise to the following five observations and conclusions, all local-knowledge based.

- 1) As the pavement on the north side of Hamsland is at a higher level than the road, widening would have a permanent negative impact on the occupants of all the properties fronting this work restricting access to those homes by the occupiers plus the use of the pavement by pedestrian traffic.
- 2) MSDC’s Highways and Access proposal to set back existing on-street parking on Hamsland into the verge opposite site 184 in order to create sufficient turning access to the entrance to the development is unrealistic because the whole length is backed by a high retaining slope and this plan would result in the complete loss of the existing pavement if sufficient space for a vehicle of even modest size were to be provided.
- 3) During any road widening and setting back work, all current on-street parking will be prevented and there are no alternative places for the cars of existing residents to be parked. There is no possibility of offering any measures to alleviate the massively increased congestion and disruption that would be created by this displaced parking during construction, and very little subsequently.

4) Extensive work would be necessary to widen most of Hamsland for the access of construction vehicles and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access or egress. There is a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting an actual Health & Safety risk to more than 250 persons, many of them elderly.

5) As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent. Over 25% of the residents of the village have signed a petition to prevent such a situation damaging their circumstances.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has that for the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off soak-a-way's cannot be used. This means that all surface water from any development will need to be pumped up to street level plus all the waste water and sewage. To plan for continuous pumping on this scale is hardly an efficient, 'green' or sustainable solution but one on which all these new homes would be entirely dependant. The outflow from this pumping would enter the aging existing systems that are already coping with far greater volumes than were allowed for in their initial design parameters.

For these reasons the site is manifestly not sustainable and to continue to consider it for development merely to fulfill a numeric housing target arbitrarily allocated to Horsted Keynes is fundamentally flawed. To argue that this site has to be developed because no other suitable site exists within the parish on which enough homes could be built to satisfy this target is not a valid reason to ignore contraventions of NPP Guidance or to ride roughshod over the rights of the existing residents. The logical conclusion from this is that if sufficient suitable sites on which to build the allocated numbers of homes do not exist in this parish, then MSDC must reduce the requirement target to match those that do.

For these reasons I call upon MSDC to reverse their intention to allocate site 184 for development and thereby preserve the standard of living enjoyed by all those in the vicinity.

<b>1282</b>	<b>Mr D Gaston</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1282/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

1317	Mr & Mrs H & S Gilbert	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1317/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

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Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1243</b>	<b>Mrs K Griffiths</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1243/3	<b>Type:</b>	Object			

2.0 The Committee states it carried out a ‘high level’ and ‘detailed’ assessment of sites, followed by a ‘comprehensive fact-check’ with site owners or promoters. If MSDC had done any of these on Jeffrey’s Farm, Horsted Keynes and acted on responses received, they would have known that access to the farm it had assessed as being in ‘third party land ownership’ was unequivocally within the site owners ownership.

2.1 I understand that MSDC invited the owners of Jeffrey’s Farm to make comments on the draft assessment, but did not adjust the errors highlighted not just once, but several times prior to releasing the draft plan into the public domain.

2.2 The site owner offered Land Registry documents as proof of ownership of access, which were not deemed by the council’s solicitor to be suitable documents to prove ownership. MSDC would not say what documents they would find acceptable and I understand the owners were advised by MSDC that their only recourse was to make a Regulation 18 representation.

2.3 MSDC state that a detailed assessment was carried out on site 68 resulting in a low impact AONB assessment and severe impact on access as it is cited that access is in third party land ownership (incorrect). Appendix B. The site was discounted because development is considered likely to have a high adverse impact on the AONB. These statements are conflicting.

2.4 Sustainability assessment on Site 068 states site is not a reasonable alternative. Once corrections are made to access comments, it is a reasonable alternative.

2.5 Site 069 has been assessed as unsuitable for unclear reasons. The access assessed as moderate impact suggests further technical assessment be done. A suitable access from Sugar Lane was suggested by Richard Speller during NP discussions and confirmed as such in subsequent technical assessments. Neither WSCC or MSDC had issues with the proposed access.

2.6 There is no evidence that Jeffrey’s Farmhouse is medieval. Site 069 is post medieval, as land maps will confirm. AONB unit have stated that they removed the reference to medieval fields in May 2019, but this has not been amended in Appendix B and the site received a high impact rating.

1. The assessment on site 069 and 068 appear to have been made without considering correct facts.

2. If the impact on AONB is assessed as low, how does it translate into ‘likely to have a high impact’, and subsequently assessed as no longer suitable?

3. If impact on AONB is high, where is the evidence that demonstrates MSDC have sought mitigation of this impact?

2.7 Deliverability on Site 069 is quoted as ‘No option agreement in place but working on submitting a planning application. First completions October 2020’. Pre-application advice has been sought from MSDC and a full planning application refused in May 2019 is currently under appeal. As all documents have been prepared, the site can be delivered before 2021.

2.8 Failing to carry out high level, detailed assessment of sites, followed by a comprehensive fact-check not only makes for an inaccurate document out in the public domain, but has a knock on effect as other bodies and departments rely on MSDC advice to feed into their own assessments. To not update information promotes errors and impacts on the reputation of MSDC .

If this has happened to one site, how many others have had the same level of scrutiny applied?

The draft sites DPD consultation in October 2019 Pg 97, does not appear to have been updated for Horsted Keynes, where commitments and completions are stated to be 20 dwellings. Planning permission expired in June 2019 for 12 of these at Ravenswood Hotel, which has not been reflected in housing number commitments. The owners of the Ravenswood are developing a business on site, and the 12 dwellings are unreliable in terms of commitment to MSDC housing numbers. The commitments and completions are therefore reduced to 8 requiring 65 dwellings to be required for Horsted Keynes

3.0 MSDC allocates SHELAA Site 184, St Stephens Field, Horsted Keynes, a green field site for 30 dwellings and anticipates the site has a ‘minor negative effect on land use’. This site will have a major negative effect on residents living in the 125 dwellings of Challoners and Hamsland as they will all have to enter and leave using a single entrance point. I can only imagine from looking at a map that MSDC mistakenly presumes access is also available via Bonfire Lane to the East. This is a private, unadopted, narrow, cinder track bordered by deep ditches with a locked gate at the Bonfire Lane/Hamsland junction. Even if this was to be adopted and ditches alternatively managed, the resulting road will be narrower than 5.5m required. This is not an available or suitable route for any traffic and has no potential to deliver any.

3.1 Site 184 has a strip of mature trees on the western border, currently shielding the site from impact of development. The trees are to be removed to gain access to the site, thereby exposing it to views from the south. The AONB assessment acknowledges the tree line but say they were unaware of this when making their assessment in 2018.

3.2 Parking is a persistent problem along Hamsland as a number of dwellings have only on street parking. Hamsland does not have potential to develop cost effective parking due to the raised pavement above road level to the north and overhead utilities to the south. The proposal would require no parking either side and opposite the site entrance, which would permanently reduce parking availability and increase parking difficulties.

4.0 MSDC allocates Land at Police House Field, Birch Grove Road/Danehill Lane. SHELAA#216 for 10 Units and land South of The Old Police House, Birchgrove Road, Horsted Keynes. SHELAA#807

for 25 units, but combines the two sites into one.

4.1 Lindsay Frost, independent planning consultant to HKPC, recommended the PC support DPD of 25 units on Police House Field enlarged site and not 35, as indicated in Appendix B of the DPD.

4.2 Appendix B acknowledges Site 216, now allocated as 'O', is being combined with site 807 which was allocated for 25 units. The 10 units originally on 216 is not reflected in the amalgamated site 807.

In summary, over development of existing Burgess Hill and Haywards Heath settlements, too much reliance on inconsistent AONB comments and lack of scrutiny and consistency from scrutiny Committee. out.

<b>1025</b>	<b>Mrs H Griffiths</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1025/7	<b>Type:</b>	Object			

SA29 - Site 184 - Land South of St Stephens Church

Information in the Site 184 proforma (page 212-213 of Site selection paper 3 Appendix B Housing site proformas), should be further scrutinised as the site assessment does not appear to be consistent with other sites in the village – namely the sites on Jeffreys Farm.

- Part 1, point 1, AONB: The AONB had advised that they consider a development of this site would be ‘Low impact’. The assessment states that ‘Low impact on AONB. Reasonably flat site but high. No watercourses mapped. Immediately to south of modern development in Hamsland. Reasonably well-related to village depending on design. Hamsland follows the route of a historic PROW. No woodland on or adjacent to site but mature trees on boundaries and within site. Part of a medieval field system according to HLC, but not intact due to church and development inserted along Hamsland. Some limited views from Hamsland’.

Following my challenge to the AONB (outlined in Attachment 4 of this email) there are inconsistencies in their assessment. The response from the AONB to this challenge (Attachment 5 of this email) highlights some comments that should be considered when assessing site 184 for allocation.

- The AONB state that ‘This was a desktop assessment based on the AONB Unit’s datasets (metadata included within the reports) and it was clearly stated that they [the assessments] would need to be supplemented by evidence on visual impact.’
- ‘The AONB assessment relates to historic settlement pattern ..... [and] Twentieth century additions to the village are not relevant to this assessment.’
- Site assessments ‘did not take into account any further information provided by developers for the SHELAA or to support planning applications’
- The AONB state that ‘The removal of mature trees to access site 184 was not considered as part of the AONB assessment because this information was not available in the SHELAA’.
- The AONB also state that the ‘site 184 is immediately to the south of modern development in Hamsland and is reasonably well-related to the village depending on design’
- The AONB state that ‘continuous development on both sides of Hamsland up to the site and the field is not legible as part of a separate farmstead’

o The AONB assessment is meant to represent the ‘historic settlement pattern’, so the proximity of the site to the ‘modern development in Hamsland’, and that the ‘continuous development on both sides of Hamsland up to the site and the field is not legible as part of a separate farmstead’ should not be considered to enable the development to be considered to be ‘well-related to the village’. Historically the site is a medieval field system, that would have been associated with the Wyatts estate, so the site should be described as being ‘out of character with the settlement pattern’.

o The AONB have not considered the ‘The removal of mature trees to access site 184’, yet this distinctive and notable tree line should be considered in their assessment. This should increase the impact from ‘Low’ to ‘moderate’ at least, and assessments for the development plan should include information from developers regarding site specific plans, and these should be fed in to the AONB assessments, especially if it involves the removal of mature trees and hedgeline.

- Part 2, point 11, Local Road/Access: The assessments states that there are no issues with site access, and that ‘Access to site can be achieved’. Given information received by Horsted Keynes Parish Council and openly discussed in council meetings, the developer has stated that there will need to be a 5 meter protection zone adjacent to the mature trees along the western edge of the access track, to protect and retain the distinctive tree line. How is access considered available when the access track is only 7m wide? The land to the east of the access is NOT in the developers ownership, so access is restricted by third party land ownership. This access should be reassessed as ‘Severe’, until land is purchased and access is proven to be viable, including suitable visibility splays.
- Part 2, point 13, Infrastructure: The assessments states that there is ‘Potential to improve Infrastructure’, and that there is ‘Potential for improvements to existing highway at Hamsland’. I have been led to believe that the highway ‘improvements’ would require the widening of the road through the single access road to the site, which would involve the removal of green verges and the construction of pedestrian barriers to enable the level differences to be safely maintained. This is not an ‘improvement’ and is making a village environment distinctly city like, and would be a severe impact on the residents of Hamsland and Challoners.
- Table 15 of the DPD-SAD : This table does not reflect that site 184 is in the AONB. The site is in the AONB and this should be taken in to account in the assessment, to enable the direct comparison of sites in the settlement, as currently this is only noted on site 216/807 (Police House Field).

Site 184 conclusions:

The sustainability assessment for site 184 Land South of St Stephens Church is fundamentally flawed due to disputable and incorrect information being used to assess the site. The access statement should be reconsidered, and the advice of a low impact on the AONB is disputable if the tree line along the western access boundary will be removed. This provides evidence that site 184 should be reconsidered for allocation in the draft plan.

<b>1309</b>	<b>Mrs K Heasman &amp; Clark</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1309/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.



537	Mrs M E Hentschel	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/537/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD DOES NOT TAKE INTO ACCOUNT that there is only ONE access route into the site via a SINGLE-ENTRY CUL-DE-SAC`! This already serves 125 homes and twice that amount of cars and trucks. To even think about erecting ANOTHER 30 houses in such a confined and over-developed site is reckless and dangerous to say the least.

An independent investigation commissioned by our Paris Council shows that the construction of a road access to the proposed site would cut though the root plates of 2 mature oaks as well as a number of other 15m trees. There are so few trees down this road as it is and goes against your AONB understanding to retain important landscape features. Furthermore, work to widen most of Hamsland for construction vehicle access would inconvenience and cause distress to the 125 households in Hamsland, Challoners and Bonfire Lane (an unmade- up road) with these residents unable to easily access their houses. There is also the long-term Health and Safety risk to more then 250 people, many of them elderly with emergency vehicles having limited, if any, access.

Other issues with this proposal are:

Proposed road widening limiting existing pedestrian access - the ground of each side is of different heights! Impossible and impractical

Proposal from your Highways and Access document setting back existing on-street parking - again, see above. There is no more ground to widen!!!

During proposed road widening and ‘setting back’ the current on-street parking will be impossible and there are no alternative places for the cars of existing residents to be parked. At the moment, the roads are completely full up from 4.30pm to 8am and all day Saturdays and Sundays. The volume of traffic is heavy at the best of times, impossible at busy times. How anyone can begin to think that a possible 60 more cars (from 30 proposed houses) would be anything other than disastrous beggars belief!!!!

Finally the ability of the existing sewage and surface water drainage systems to deal with such a volume of housing has yet to be demonstrated, as has the necessary water supply, already at a low pressure. To comply with your own Flood Risk & Drainage statement, soak-a-way’s cannot be used. This means all waste water and sewage and surface water from any further development will need to be pumped up to street level -our ageing systems are already coping with far greater volumes than their initial design parameters.

A petition has been signed by over 350 residents of Horsted Keynes demanding that this development site be thrown out. This area is already over-developed. The area is a confined area and cannot take any more traffic, houses or demands on its ageing systems.

PLEASE WITHDRAW SITE 184FROM YOUR SITE ALLOCATIONS DPD

<b>482</b>	<b>Mr Q Humphreys</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/482/1	<b>Type:</b>	Object			

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your site allocations DPD.

548	Mr C Illingworth	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/548/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly. This will also ruin the character of the village road.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact, replacing green verges with a retaining wall and making access to driveways very steep, spoiling all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-ways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.

955	Ms C James	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/955/1	Type:	Object
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We live on edge of the proposed site, this area/field is used by a large number of people every day for walking their dogs and as the council has chosen to leave the grass longer it supports wildlife and many insects so this development will definitely have a significant effect on land use and countryside.

Also, we would like to comment on the access and increase of traffic that this development would bring, we feel that Hamsland and the junction onto Lewes Road cannot support the additional cars/lorries as the entrance into Hamsland is restricted by parked cars, the exit along Lewes Road is also restricted by parked cars and exit onto Sugar lane is very narrow.

22	Mrs S Karle	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/22/1	Type:	Object
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I am writing to object to the proposal to develop the land South of St Stephens Church Horsted Keynes.

The local road network, with single access via Hamsland, would be a disaster. It is already difficult with cars parked densely on one side of the road, leaving a narrow roadway for the passage of vehicles. The residual cumulative impacts of this road network would be severe. Access for emergency vehicles would, at times, be significantly problematic. I do not see how safe and suitable access could be achieved. Especially as there is an alternative site available which would not have access problems, namely Jeffereys Farm.

1313	S & P Kemsley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1313/1	Type:	Object
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SA29 St Stephen's Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and 'setting back' the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way's cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

1372	Mr B Kent	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1372/1	Type:	Object
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Please remove site SA29 from the Site Allocations DPD

145	Mrs M Knight	Organisation:		Behalf Of:		Resident
Reference:	Reg18/145/1	Type:	Object			

I object to the allocation of 30 dwellings on site SA29 South of St Stephens Church, as detailed in the Development Plan Document.

The single access road for that number of dwellings coming into Hamsland, will increase traffic to the junction of Hamsland and Lewes Road. Setting back the verge opposite the site is not enough, and the whole length of Hamsland to the junction with Lewes Road needs to be widened. There is already enough of an issue with parking reducing the viable access along the bend of Hamsland to single lane traffic, which then has to try and negotiate passing each other at key times of the morning and evening. The proposed widening does not go far enough.

The Challoners/Hamsland area already has long standing parking difficulties and with no mention of parking provision in SA29, it is a serious concern that this development will add to the existing problems. The number of houses in SA29 should be reduced and specific requirements put into the plan to ensure parking is not only sufficient for the development itself, but also provide parking to relieve the already existing pressure in the area.

It has to be noted that public transport consists of one bus route which operates at reduced times. As a result, some households in this area have four private/work vehicles in order to make family living and working in this village, viable. This level of car use is unsustainable and needs to be looked at urgently regardless of the added pressure that this development will add.

It is of concern that vehicles and pedestrians are going to have to access the development via the one access road proposed from Hamsland. Considering large vehicles like refuse lorries, etc. are going to need to use this entrance, there should be another safe, paved route of access for pedestrians to and from the site; wide enough for wheelchair users.

Villagers have already brought up at meetings, the types of properties needed for the village; the shortage of accommodation suitable for people who need assistance with living. The plan does not contain any detail concerning the mix of dwellings to be included, and this is a concern.

In short, the impact of 30 new houses on this area, without improvement to access both pedestrian and vehicular, and parking beyond that stated in the document, would be significant. The proposed number of houses needs to be reduced and access improved beyond that detailed.

1281	Mrs J Langridge	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1281/1	Type:	Object
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SA29 St Stephen’s Church

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- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

585	K Lawton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/585/1	Type:	Object
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I write to object to site SA29 being included in the MSDC site allocations as it is wholly inappropriate and there are far more suitable edge of village locations already identified and supported previously within Horsted Keynes e.g. Jeffreys Farm site

Access to site SA29

Access to this site has to be made through Hamsland, a single-entry cul-de-sac, already serving 125 dwellings with access severely restricted by almost permanent parked cars, effectively rendering access to a single carriageway

I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

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During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.



1316	Mrs S Lee	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1316/1	Type:	Object			

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
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<b>1280</b>	<b>Mr M Lewes</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1280/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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<b>923</b>	<b>Mrs D Lewis</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/923/1	<b>Type:</b>	Object			

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

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Please withdraw Site 184 from your Site Allocations DPD.

<b>1287</b>	<b>Mr B D Lott</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1287/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
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1084	Mr A Macnaughton	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1084/1	Type:	Object			

The suggestion of a housing development going up in Hamsland is ridiculous, the traffic going in and out is already heavy with little to no parking in the first place. You would be adding to what is already a tightly fitted estate and increasing the risk to the areas safety. You would be making the most densely area even more populated than it already is.

There are certainly better options for development in the village than the proposed Hamsland Site (184), although I would prefer to see our green lands left alone. They are area's of natural beauty, centuries old trees and offer homes to a vast amount of wildlife who's natural habitat we would, once again, be destroying.

The Jefferies Site on the edge of the village makes a lot more sense, it already has a lot more options for roads in and out, it has more space, would be far less of a disturbance in building and once completed. It would be more accessible to the emergency services and it would also effect a lot less people. Hamsland and Challoners, which would also be effected by the additional traffic, have in excess of 150 houses, bungalows or flats, the number of houses effected by a development on the edge of the village would be far less. For example the Jefferies site would effect about a third of that at a push (6 houses on Sugar lane, around 15 houses in Boxes Close, 14 in Jefferies and possible 15 properties continuing on out the village on Sugar Lane?).

To consider Hamsland as a possible site for development shows a lack of care to nature, history, human living conditions and also just lacks any common sense

<b>1275</b>	<b>Mrs M MacNaughton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1275/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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1276	Mrs T MacNaughton	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1276/1	Type:	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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538	Mrs C MacNaughton	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/538/1	Type:	Object
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With only one access road into Hamsland, serving 125 homes, building new homes in St. Stephens field will only add to already high levels of traffic and pollution. Even the suggested widening of the road will in no way reduce this, leading to blockages, frustration and danger for residents. Houses on north side of access road have no garages which means those residents have no alternative but to park on the road.

How would emergency vehicles gain easy access in and out and where does that leave the large number of elderly residents if/when they require an ambulance or fire engine?

There are two suitable edge-of-village sites that could be considered for development rather than the most densely populated estate in the village



<b>1278</b>	<b>Mr J Martin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1278/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

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- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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<b>1279</b>	<b>Mrs E Martin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1279/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
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The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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<b>1274</b>	<b>Mrs C Martin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1274/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
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<b>1273</b>	<b>Mr P Martin</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1273/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
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1272	Mr A Martin	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1272/1	Type:	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

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601	Mrs J Mayhew	Organisation:		Behalf Of:		Resident
Reference:	Reg18/601/1	Type:	Object			

The inclusion of this site in your site allocation DPD does not take into account that there is only one access route to the site via a single entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:

- The construction of a road access to the site would cut through the root plates of two mature oaks as well as a number of other 15+ metre trees, destroying them and removing any screening effect they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this being done, major disruption will be caused to every resident of this cul-de-sac and surrounding roads/lanes, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by the work, constituting a long term health and safety risk to more than 250 persons, many of whom are elderly.

The statements in the site allocations DPD on this site contain the following issues:

- As the pavement on the North side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high and steep slope and it would be completely removed under this plan.
- During road widening and ‘setting back’, the current on street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk and Drainage statement, in order to minimise run off, soakaways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their original design parameters.

Please therefore withdraw Site 184 from your Site allocations DPD

599	Mr I Mayhew	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/599/1	Type:	Object
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The inclusion of this site in your site allocation DPD does not take into account that there is only one access route to the site via a single entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:

- The construction of a road access to the site would cut through the root plates of two mature oaks as well as a number of other 15+ metre trees, destroying them and removing any screening effect they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this being done, major disruption will be caused to every resident of this cul-de-sac and surrounding roads/lanes, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by the work, constituting a long term health and safety risk to more than 250 persons, many of whom are elderly.

The statements in the site allocations DPD on this site contain the following issues:

- As the pavement on the North side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high and steep slope and it would be completely removed under this plan.
- During road widening and ‘setting back’, the current on street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk and Drainage statement, in order to minimise run off, soakaways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their original design parameters.

563	Mrs P Merick	Organisation:		Behalf Of:		Resident
Reference:	Reg18/563/1	Type:	Object			

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.



976	Mr S Nicholson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/976/1	Type:	Object			

The construction of a road access to the site from Hamsland would require two mature oaks and several other substantial trees to be destroyed. At a time of heightened environmental awareness about the damage we are doing to our planet and the perils of global warming, we need to be preserving trees and not promoting developments which will harm them.

There is only one route for vehicular access to the site - from Lewes Road, along Hamsland. Hamsland is a busy cul-de-sac and access is already restricted with the residents being required to park on the road. Substantially increasing traffic flow due to the addition of c. 30 houses will only add to the pressure on this residential road, likely leading to traffic congestion and inconvenience for the existing residents

With Hamsland in its present form, access for the necessary construction traffic would be difficult and present substantial inconvenience and safety issues to the existing residents. Widening the roadway to enable easier access for construction traffic would entail the removal of existing green verges and/or pavements which again goes against the principles of what we should be encouraging – more green areas, less concrete and people walking whenever possible rather than using motor vehicles. Any road widening necessary here for site access would be to the detriment of the character of this part of the village.

The Site Allocations DPD states: “Improve local traffic conditions by setting back the existing on-street parking spaces in Hamsland Road into the verge opposite the site.” Doing this would require the removal of the pavement on that section of Hamsland which also has a high steep slope running the length of it. Not only would this proposal remove green verges which would be to the detriment of the character of this part of the village – but the steep slope would make access into cars parked there difficult on that side. This proposal appears lacking in practicalities.

The ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. Horsted Keynes has generally weak infrastructure for its utilities – water and electricity with no mains gas – and adding extra demand through a development such as this may be more than this weak infrastructure can cope with.

<b>1000</b>	<b>Ms A Nicholson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1000/1	<b>Type:</b>	Object			

I would like to raise the following objections to the inclusion of this site in your Site Allocations DPD:

- The AONB low impact assessment is factually incorrect. This development will damage the local landscape through the removal of mature oak trees and the destruction of meadow land and the biodiversity of this area. Local residents know this meadow has a wealth of flora and fauna within it as wildlife has been left undisturbed to flourish. It is visited nightly by owls, bats and in daytime, various birds of prey. There will be no net gain to biodiversity.
- Public footpaths on the southern side of the village have views back up to the village which currently see the low level bungalows of Hamsland which sit unobtrusively into the landscape, and the ancient treeline shields the taller housing currently in place. A new development of two storey houses, which will involve the removal of this ancient treeline for the access road will have a much greater impact on the local landscape as there will be no screening left .
- The construction of a road access to the site from Hamsland would require two mature oaks and several other substantial trees to be destroyed. At a time of heightened environmental awareness about the damage we are doing to our planet and the perils of global warming, we need to be preserving trees and not promoting developments which will harm them.
- There is only one route for vehicular access to the site - from Lewes Road, along Hamsland. Hamsland is already a busy cul-de-sac and access is already restricted with the residents being required to park on the road as many of the current houses do not have driveways. Substantially increasing traffic flow due to the addition of c. 30 houses will only add to the pressure on this residential road, likely leading to traffic congestion and inconvenience for the existing residents.
- With Hamsland in its present form, access for the necessary construction traffic would be difficult and present substantial inconvenience and safety issues to the existing residents. Widening the roadway to enable easier access for construction traffic would entail the removal of existing green verges and/or pavements. These are integral to the original rural landscaping plan of this cul-de-sac and the removal of these will change this local “green” environment and make it feel more urban. It goes against the principles of what we should be encouraging – more green areas, less concrete and people walking whenever possible rather than using motor vehicles. Any road widening necessary here for site access would be to the detriment of the character of this part of the village.
- The site allocations DPD does not provide feasible alternative parking for residents whilst the road widening scheme takes place. This road is inhabited by many elderly residents and young families who need to have their vehicles by their properties for convenient and safe access at all times. An offsite parking area will not be safe or practical for elderly residents or those with young families.
- The Site Allocations DPD states: “Improve local traffic conditions by setting back the existing on-street parking spaces in Hamsland Road into the verge opposite the site.” Doing this would require the removal of the pavement on that section of Hamsland which also has a high steep slope running the length of it. Not only would this proposal remove green verges which would be to the detriment of the character of this part of the village – but the steep slope would make access into cars parked there difficult on that side. This is also just before the sharp bend between Hamsland and Challoners, and the full width of this area is needed by large delivery lorries and the weekly refuse and recycling lorries for turning so using part of this area for parking would create more congestion. This proposal appears lacking in practicalities.
- Horsted Keynes has generally weak infrastructure for its utilities – water and electricity with no mains gas – and adding extra demand through a development such as this may be more than this weak infrastructure can cope with. The ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely.

Whilst I recognise and support the need for more affordable housing in Sussex, I don’t consider this site 184 to be the best or indeed an appropriate site and I would highlight that there are better locations in Horsted Keynes that would have a far lower impact on the village in terms of safety, upheaval to local residents and impact on the local biodiversity. I would point your attention to the green and brown field sites on Jeffreys Farm, (sites 68 & 69) which together are similar in size to site 184 and would therefore be able to fulfil the same housing density allocation and allow for mixed housing to include affordable housing units. Located on the edge of the edge of the village, with plentiful screening and easy site access for construction traffic, the rationale for development here is much clearer.

In light of the above objections, I would therefore request that you withdraw this SHELAA Site 184 from your Site Allocations DPD.

1009	Mr K O'Regan	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1009/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever. Hamsland is a popular area to walk around, reducing access to pavements or significantly narrowing them, would pose a significant danger to pedestrians, in particular, young children walking to school.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked. Many residents do not have off road parking and this would cause problems and stress for all the residents.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

The ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-ways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the wastewater and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Further to these considerations, St-Stephens field is not a brown field site, this is an ANOB area. Wildlife is abundant within these areas, and this will have a significant impact on the biodiversity. Tearing down mature trees and offsetting with large estates is not helping the worrying effects of global warming and facilitating the council to become carbon neutral. Finally, the infrastructure surrounding Mid-Sussex is struggling to adapt to the ever increasing population. For example, I have seen no consideration to the effect on local Primary care services, of which many have had to close their books to new patients. Furthermore, I know first-hand the local hospitals and emergency services, are at crisis point.

Incorporating this contentious site into your plans will be detrimental to a larger number of residents within the parish than if other sites were included.

Please withdraw Site 184 from your Site Allocations DPD.

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1310	Mr C Y O'Regan	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1310/1	Type:	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

549	Mrs M Palmer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/549/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly. This will also ruin the character of the village road.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact, replacing green verges with a retaining wall and making access to driveways very steep, spoiling all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-ways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.

547	Mr M Palmer	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/547/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:-  
The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly. This will also ruin the character of the village road.

The statements in the Site Allocations DPD on this site contain the following issues:-  
As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact, replacing green verges with a retaining wall and making access to driveways very steep, spoiling all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-ways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD

<b>1298</b>	<b>Miss B Pankhurst</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1298/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>893</b>	<b>Mr J Parsons</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/893/1	<b>Type:</b>	Object			

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.



535	Mrs L Peacock	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/535/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single entry cul-de-sac already serving 125 dwellings. I object to its consideration for development for the following reasons:

An independent investigation commissioned by our Parish Council shows that:-

-The construction of a road access to the site would cut through the root plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

-Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long term Health and Safety risk to more than 260 persons, many of whom are elderly.

The statement in the Site Allocations DPD on this site contain the following issues:

-As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

-Your Highways and Access proposal to set back existing on street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

-During road widening and 'setting back' the current on street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

-As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk and Drainage statement in order to minimise run-off, soak-a-way's cannot be used. this means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.

1312	Mrs S A Ray	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1312/1	Type:	Object
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SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1285</b>	<b>Mr N H Ray</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1285/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1284</b>	<b>Mr M Roberts</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1284/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
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- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

1283	Mrs D Roberts	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1283/1	Type:	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
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- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

1060	Mr A Rothwell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1060/1	Type:	Object			

1. Hamsland is a cul de sac and a single lane traffc due to parking along the road. It is already a difficult place to enter and exit with large traffic entering , including bin emptying , ambulances, delivery vans etc. Causing in many instance the need to reverse to allow the other vehicle through To now consider adding at least another 60 cars to use the road would be the height of folly
2. The field behind St Stephens church is a wild meadow in which various fauna and flora live this does not meet with the declared objectives of mid sussex in retaining such life.
3. Not only will this development impact on Hamsland but also the rest of the village as heavy vehicles will have to go go through the high street and the top of the high street which is a pinch point as it is on a bend with cars parked resulting in cars having to either reverse or go on the pavement.
4. Finally Hamsland is home to many elderly people who have various ailments ,some with wheelchairs , others needing walking apliances so to have heavy vehicles coming up and down the road becomes a Health and safety issue. In adition those with young children who play in the road it becomes a dangerous place and potentialy a fatal one.
5. Given all the above I would ask you to remove this site from your plan.

477	Mr A Sabin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/477/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
- During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.
- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

741	Mr & Mr A & C Sabin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/741/1	Type:	Object
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Regarding the proposed site 184 (Land South of St, Stephen,s Church,) in Horsted Keynes for the building of 30 new dwellings I have had many remarks as to the access of this site that it would cut through the root-plates of two mature oaks, plus the site being a single road access due to the parking of cars to a cul-de-sac already serving 125 homes, I would suggest that the other proposed sites would be more accessable for emergency vehicles and construction traffic.

543	Mr C Shaw	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/543/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

An independent investigation commissioned by our Parish Council shows that:-

The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.

Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access. There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:-

As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.

Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan.

During road widening and ‘setting back’ the current on-street parking capability will be impossible and there are no alternative places for the cars of existing residents to be parked.

As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

Please withdraw Site 184 from your Site Allocations DPD.



<b>1289</b>	<b>Mr A Skeel</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1289/1	<b>Type:</b>	Object			

SA29 St Stephen’s Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
  - The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
  - Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

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- As a consequence of these factors and even before any building work on this development begins, a very significant degree of unjustified and unacceptable disruption will be suffered by the existing population of these and many surrounding roads that will be used for access, much of which will be permanent.

Finally, the ability of the existing sewage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own Flood Risk & Drainage statement, in order to minimise run-off, soak-a-way’s cannot be used, This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

<b>1286</b>	<b>Mr D Thomas</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1286/1	<b>Type:</b>	Object
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SA29 St Stephen's Church

The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
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<b>1397</b>	<b>Mr D Valentim</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/1397/1	<b>Type:</b>	Object
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The inclusion of this site does not take into account that there is only one access route to the site via single entry cul de sac already srving 125 dwellings. Access to the site would cut through roots of mature Oak trees, contrary to AONB policy. There would be major disruption to existing residents during construction.

1397	Mr D Valentim	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1397/2	Type:	Object
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The ability of the existing sewerage and surface water drainage systems to deal with a significant extra loading has yet to be demonstrated, as has the necessary water supply which is already at a low pressure and which often fails completely. In order to comply with your own flood risk and drainage statement, in order to minimise run off, soak aways cannot be used. This means that all surface water from any development will need to be pumped up to street level as well as the waste water and sewage, all then joining aging systems that are already coping with far greater volumes than their initial design parameters.

839	Ms H Watson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/839/1	Type:	Object
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The inclusion of this site in your Site Allocations DPD does not take into account that there is only one access route to the site via a single-entry cul-de-sac, already serving 125 dwellings. I object to its consideration for development for the following reasons.

- An independent investigation commissioned by our Parish Council shows that:
- The construction of a road access to the site would cut through the root-plates of two mature oaks as well as a number of other 15+ meter trees, destroying them and removing any screening effect that they might have provided. This is contrary to your AONB undertaking to retain important landscape features.
- Extensive work will be required to widen most of Hamsland for construction vehicle access and while this is being done, major disruption will be caused to every resident of this cul-de-sac, none of whom have any other means of vehicular access There is also a danger that emergency vehicles needing to reach these 125 homes could be impeded by this work, constituting a long-term Health & Safety risk to more than 250 persons, many of them elderly.

The statements in the Site Allocations DPD on this site contain the following issues:

- As the pavement on the north side is at a higher level than the road, widening will also have a permanent negative impact on the occupants of all the properties fronting this work and put a restriction on pedestrian use of the pavement for ever.
- Your Highways and Access proposal to set back existing on-street parking into the verge opposite the site is unrealistic because the whole length of that pavement is backed by a high steep slope and it would be completely removed under this plan
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812	Ms H Watson	Organisation:		Behalf Of:		Resident
Reference:	Reg18/812/1	Type:	Object			

I have objected to the site to the rear of St Stephens church being considered for development.

I would like to support development on a site which appears to have already been dismissed and that is the site bordering on Sugar Lane and Keysford Lane. This would be an ideal site as it will actually enhance the geography of the village, the majority of the traffic generated will travel away from the village, rather than travelling through it, and it will have minimal impact on existing residents. I would like to see this site included for consideration.

<b>Site/Policy: SA30 – Land to the north of Lyndon, Reeds Lane, Sayers Common</b>			
<b>Number of Comments Received</b>			
<b>Total: 13</b>	<b>Support: 1</b>	<b>Object: 10</b>	<b>Neutral: 2</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Contrary to Hurstpierpoint and Sayers Common Neighbourhood Plan. Sayers Common lacks necessary infrastructure to support additional development. Transport impacts on Reeds Lane need to be assessed, as well as flood risk (Hurstpierpoint and Sayers Common Parish Council)</li> <li>• The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy. Further ecological assessment is required to be able to assess impacts on ecology (Sussex Wildlife Trust)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• The allocation is not in accordance with the Hurstpierpoint and Sayers Common Neighbourhood Plan</li> <li>• Infrastructure in the village is insufficient</li> <li>• There is no need for additional housing in Sayers Common</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Site promoter is required to carry out a site-specific transport assessment and obtain pre-application advice from West Sussex County Council on the suitability of detailed highways arrangements</li> <li>• Site promoter will be required to carry out further ecological work</li> <li>• Site promoter is required to carry out a site-specific flood risk assessment</li> <li>• Amend the Sites DPD to make clear the status and role of the Infrastructure Delivery Plan (IDP) regarding infrastructure requirements.</li> <li>• Amend IDP to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> </ul>			

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/36	<b>Type:</b> Object		

The requirements under Biodiversity and Green Infrastructure should be strengthened to make it clear that avoidance is always the first requirement as per the mitigation hierarchy: 'Conserve and enhance areas of wildlife value and ensure there is a net gain to biodiversity. Avoid any loss to biodiversity through ecological protection and good design. Where this is not possible, mitigate and as a last resort compensate loss through ecological enhancement and mitigation measures'.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/35	<b>Type:</b> Object		

This greenfield site appears to contain rough grassland, scrub and trees and is connected to a wider network of woodland and linear habitats. As no ecological information is provided we cannot assess the suitability of developing this site.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/61	<b>Type:</b> Neutral		

The site lies within the brick clay (Weald clay) Minerals Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/41	<b>Type:</b> Neutral		

SA 30 Land to the north Lyndon, Reeds Lane, Sayers Common

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Provide improvements to bus stopping facilities on the B2118 including provision of bus shelters and RTI displays
- Contribute towards the safe cycle route to Downlands School

1083	Mr A Beams	Organisation:	Hurstpierpoint & Sayers Common Parish Council	Behalf Of:		Town & Parish Council
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Reference:	Reg18/1083/1	Type:	Object
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The proposal is contrary to the Parish Council’s Neighbourhood Plan

As a medium sized village, Sayers Common lacks the supporting infrastructure to be found in a larger village – in essence it is a dormitory village for which residents require some means of transport to facilitate and to support daily life. The village has doubled in size already over the past 20 years without any, let alone commensurate, infrastructure improvements. It has:

- Only a small self-help Community Shop
- An inadequate bus service
- No safe cycle routes within or connecting to adjacent communities
- No doctors/dentist
- No pharmacy
- No school
- No Post Office or banking facilities/ATM
- Inadequate Broadband and mobile phone coverage

The appeal decision by the Secretary of State granting permission for 120 dwellings at the Kingsland Laines development in Sayers Common will have a major detrimental impact on the settlement pattern of Sayers Common, its countryside location and significant lack of infrastructure. This decision taken was contrary to the approved Hurstpierpoint & Sayers Common Parish Council's Neighbourhood Plan and prior to the MSDC District Plan being made, and will represent a major challenge as the Parish struggles to manage this significant increase in dwellings with no planned infrastructure improvements.

The supporting SA30 data sheet:

- Acknowledges the underlying flood risk and drainage issues to be found within the site as a result of wider Sayers Common challenges and proposes a flood risk assessment to identify specific issues within the site and appropriate mitigation. It does not appear to seek to address the wider Sayers Common issue.
- Notes how the access to the site will be enabled but fails to identify the impact of another 35 households accessing Reeds Lane. It only acknowledges that detailed access arrangements need to be investigated further.
- Shows the boundaries of the adjacent Kingsland Laines 120 house development, which was allowed at appeal contrary to our Neighbourhood Plan and before the MSDC District Plan was made. However Appendix B - Minimum Residual Amount of Development for Each Settlement - fails to note that 120 house commitment which has already been approved for Sayers Common and therefore now both Sayers Common and Hurstpierpoint have overachieved allocations within the prescribed timeframe.

The Neighbourhood Plan provided for 30/40 dwellings taking into account Sayers Common’s Category 3 settlement allocation. To include the Land to the North of Lyndon in the Site Allocation Development Plan, in addition to the 120 dwellings approved at Kingsland Laines (which could include a further 20 or more dwellings in phase 2 of the development), will add further to the infrastructure problems.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b>	CPRE Sussex	<b>Behalf Of:</b>		<b>Organisation</b>
<b>Reference:</b>	Reg18/689/10	<b>Type:</b>	Object			
<p>Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.</p>						

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<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/29	<b>Type:</b>	Object			
<p>The sustainability of this site has been considered in the SA which sets out that the site is more than 20 minutes away from services such as GP and the School. It is therefore not considered that the development of this site would be justified in sustainability terms.</p> <p>The site is located within the Brick Clay (Weald) Mineral Safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.</p>						

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<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/28	<b>Type:</b>	Object			
<p>The sustainability of this site has been considered in the SA which sets out that the site is more than 20 minutes away from services such as GP and the School. It is therefore not considered that the development of this site would be justified in sustainability terms.</p> <p>The site is located within the Brick Clay (Weald) Mineral Safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.</p>						



<b>636</b>	<b>Ms R Noke</b>	<b>Organisation:</b> ECA Architecture	<b>Behalf Of:</b> Licensed Trade Charity	<b>Promoter</b>
<b>Reference:</b>	Reg18/636/5	<b>Type:</b> Object		
<p>Potential loss of employment: The proposed allocation is adjacent to King Business Centre, which is a well occupied employment site. It is considered that the provision of 35 dwellings on the adjacent site could create conflicts with the employment use, compromising access and increase potential noise complaints. The proposal would therefore hinder its continued function as an employment facility. This could seriously compromise the long term viable of this important employment site, contrary to adopted Mid Sussex Local Plan policy DP1 Sustainable Economic Development which policy states: ‘...Effective use of employment land and premises will be made by: Protecting allocated and existing employment land and premises unless it can be demonstrated that there is no reasonable prospect of its use or continued use for employment or it can be demonstrated that the loss of employment provision is outweighed by the benefits or relative need for the proposed alternative use;...’The site allocation in this location is considered to conflict with this policy as the proposal would result in the existing employment use becoming ineffective due to conflict with the uses. This is in terms of the potential employment occupiers causing noise or disturbance in terms of movements.</p>				

<b>636</b>	<b>Ms R Noke</b>	<b>Organisation:</b> ECA Architecture	<b>Behalf Of:</b> Licensed Trade Charity	<b>Promoter</b>
<b>Reference:</b>	Reg18/636/4	<b>Type:</b> Object		
<p>Access: The proposed site SA30 relies on access from Reeds Lane, which is a narrow two way lane with intermittent pavement on one side only. Parked cars make it impossible for two cars to pass in some places. This lane already provides access to dwellings and King Business Centre. Policy DP20 of the adopted Mid Sussex Local Plan relates to securing Infrastructure and seeks ‘...To ensure that development is accompanied by the necessary infrastructure in the right place at the right time that supports development and sustainable communities. This includes the provision of efficient and sustainable transport networks’. This proposal for 35 dwellings off Lyndon Road can not provide appropriate infrastructure in the form of access roads into the site and is therefore not a suitable site for development.</p>				

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b> Star Planning	<b>Behalf Of:</b> Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b>	Reg18/697/10	<b>Type:</b> Object		
<p>Issues around potential contamination and access which would be reliant upon third parties. Site is within the Brick Clay (Weald) MSA.</p>				

998	Ms J Simmons	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/998/1	Type:	Object
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The whole overall council policy comes across as having been decided in a mad panic in an attempt by the council just to get the central planning authorities off their backs by any means possible. Sites have just been picked out of a bag of decline planning applications with no thought as to whether they are suitable for the existing or future communities or location or if they have any relevance to existing made Neighbourhood Plans.

Re SA30 Sayers Common - Land to the North of Lyndon Reeds Lane - The made Neighbourhood Plan recommends 30-40 houses for Sayers Common. Since I was made planning permission has been granted for nearly 130 houses in Sayers Common far in excess of what it could possibly need or cope with. The Council has already declined this application on that basis and other fundamental reasons. see Refused Planning application DM/17/4448 (attached).

The Council's reasons for refusal as given in its own refusal documents for that application:

RECOMMENDATION: Refusal ' increased traffic along Reeds Lane, limited attention given to the drainage and sewage issues. The application is contrary to Neighbourhood Plan Policies: Hurst H3 ' Sayers Common Housing Sites and Hurst H6 - Housing sites infrastructure and environmental impact assessment.

The application is thereby considered to conflict with policy C1 of the Local Plan, policies DP6 and DP10, of the emerging District Plan, policy HurstC1 of the Neighbourhood Plan and paragraphs 7, 14, 17, 49, 55, 56 and 196 of the NPPF

National planning policy states that planning should be a plan-led system. The Council can demonstrate a five year housing land supply. As a result at this stage in the plan, there is not a need for additional housing sites to come forward which are sited outside of the built up area boundaries. There are not considered to be any other material considerations that would warrant determining the planning application otherwise than in accordance with the development plan. The development thereby conflicts with policy C1 of the Mid Sussex Local Plan; policies DP6 and DP10 of the emerging District Plan, policy HurstC1 of the Neighbourhood Plan and the provisions of the NPPF.

In the absence of a signed and dated S106 Agreement the proposal does not satisfy the requirements of Policy G3 of the Mid Sussex Local Plan, Policies DP18 and DP22 of the emerging District Plan in respect of infrastructure requirements to service development and affordable housing as supplemented by the Council's Supplementary Planning Document 'Development and Infrastructure' dated February 2006.

No new evidence has been provided by the council to contradict their own decision for this site or that Sayers Common needs or can support any more additional housing in excess of that already granted. Nor has it addressed the land ownership issues over the access proposed to this site. Council panic is not a valid reason for including a site at random.

Therefore this site should not be and has no right to be included in the draft Site Allocations DPD.

Site/Policy: SA31 – Land to the rear Firlands, Church Road, Scaynes Hill			
Number of Representations Received			
Total: 29	Support: 4	Object: 23	Neutral: 2
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> </ul>			
Key Issues Raised – Residents / Other			
<ul style="list-style-type: none"> <li>Departure from ribbon development pattern.</li> <li>Restrictive covenant with the owners of properties in Downs View Close which prevents any development of a significant part of the land the subject of SA31.</li> <li>Impact on countryside, parking, highways, Scaynes Hill Common, and has a dangerous access.</li> <li>Scaynes Hill is an unsustainable location.</li> <li>Junction of Church Road and A272 would be affected</li> <li>Houses along Nash Lane have outfalls from their septic tanks which drain onto the site.</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>Covenants do not prohibit the ability to allocate the site or approve planning permission however if they do exist the details will be explored with the site promoter /landowner.</li> <li>Site promoter is required to carry out a site-specific transport assessment and obtain pre-application advice from West Sussex County Council on the suitability of detailed highways arrangements</li> <li>No objections received from water companies related to foul water drainage however issues re septic tanks to be explored further</li> </ul>			

<b>722</b>	<b>Mr R Skelley</b>	<b>Organisation:</b>	Denton Homes - Firlands Scaynes Hill	<b>Behalf Of:</b>		<b>Promoter</b>
<b>Reference:</b>	Reg18/722/1	<b>Type:</b>	Support			

**Urban Design Principles:**

We have prepared a series of illustrative layouts so far which achieve over the yield of units in varying site layouts, up to 30 units. These layouts will evolve in conjunction with the Landscape Architect following the LVIA described below.

Our illustrative layouts achieve a yield of up to 30 houses (no apartments at this stage), depending on mix, and eventual input from the LVIA, so the allocation yield of 20 is deliverable. As we get closer to a planning application, and following the LVIA/ecology/biodiversity assessment, the layout will be more developed to address housing mix, affordable delivery, etc.

**Landscape:**

we shall instruct a landscape architect to prepare a preliminary LVIA based on the identified sensitivity mainly to inform the illustrative layout, ecological and biodiversity aims and objectives. Their initial advice on the illustrative layout acknowledges MSDC want to restrict development away from the SE corner and form a strong green envelop to limit any future development east. The topography plays a key role in informing landscape and ecological constraints. The illustrative layout strikes the better balance in highway and drainage design with sufficient scope for green improvements. The housing mix and architectural input can follow along with engineering design.

**Biodiversity:**

We will develop further illustrative layouts in conjunction with the Landscape Architect following the LVIA, based on an ecological assessment carried out by an ecologist, in conjunction with the LVIA the above identified sensitivities of the site will be addressed.

<b>722</b>	<b>Mr R Skelley</b>	<b>Organisation:</b>	Denton Homes - Firlands Scaynes Hill	<b>Behalf Of:</b>		<b>Promoter</b>
<b>Reference:</b>	Reg18/722/2	<b>Type:</b>	Support			

**Highways and Access:**

We can confirm that our highways consultant has confirmed that the existing access is capable of serving a site of up to 50 units, with no modifications required to the access or the existing sight-line.

However, it is our aim to seek to enhance the access by widening, and realignment, subject to a pre-application consultation with West Sussex Highways. The aim in relocation of the access and sight line west towards the village will allow greater privacy to the existing houses.

Any necessary speed survey and road safety audit required by West Sussex Highways will be carried out.

The land upon which to adjust the access is within our ownership.

<b>722</b>	<b>Mr R Skelley</b>	<b>Organisation:</b> Denton Homes - Firlands Scaynes Hill	<b>Behalf Of:</b>	<b>Promoter</b>
<b>Reference:</b>	Reg18/722/3	<b>Type:</b>	Support	
<p>Flood risk and drainage: Our foul and surface water strategy, based on the present infrastructure and other similar development, will be a foul drainage system pumped from the lowest part of the site up the slope to a purpose built, existing manhole connection, with a gravity connection from that manhole to the sewer network.</p> <p>The surface water strategy will be similar to that employed with the built scheme, ie attenuation on site, and controlled overflow to the boundary watercourse via an Open Watercourse Connection. SUDS will be employed in the scheme, subject to ground investigations and SUDS hierarchy.</p>				

<b>722</b>	<b>Mr R Skelley</b>	<b>Organisation:</b> Denton Homes - Firlands Scaynes Hill	<b>Behalf Of:</b>	<b>Promoter</b>
<b>Reference:</b>	Reg18/722/4	<b>Type:</b>	Support	
<p>On this site, using the sloping topography and creating a landscaped area in the lower part of the site, there is an opportunity to enhance the ecological/landscape/biodiversity asset, eg create a balancing pond as part of the overall strategy.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/42	<b>Type:</b>	Neutral	
<p>SA 31 Land to the rear Firlands, Church Road, Scaynes Hill</p> <ul style="list-style-type: none"> <li>• Provide on-site passenger information including RTI display(s) for bus and rail services</li> <li>• Provide improvements to bus stopping facilities on Lewes Rd including provision of a bus shelter and RTI displays</li> <li>• Contribute towards cycling improvements to the South Road section of the Haywards Heath Circular cycle route</li> </ul>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/62	<b>Type:</b>	Neutral	
<p>The site lies within the building stone (Cuckfield and Ardingly stone) Mineral Safeguarding Area, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/11	<b>Type:</b> Object		
Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/29	<b>Type:</b> Object		
The site is located within the Building Stone (Cuckfield) Mineral safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/30	<b>Type:</b> Object		
The site is located within the Building Stone (Cuckfield) Mineral safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.				

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b> Star Planning	<b>Behalf Of:</b> Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b>	Reg18/697/11	<b>Type:</b> Object		
Part of site within Building Stone (Cuckfield) MSA. All of site in Building Stone MCA. Poor public transport and distant from healthcare. No access solution has bene identified.				

835	Mr C Aston	Organisation:		Behalf Of:		Resident
Reference:	Reg18/835/1	Type:	Object			

It is really quite extraordinary that no proper notice of this planning exercise was given to residents in Scaynes Hill area likely to be affected by it.

I object in the strongest possible terms to the allocation of the Land to the rear of Firlands for any development, let alone for 20 dwellings.

The latest proposed development encroaches significantly onto open agricultural land and the access road which is proposed extends a long way into open countryside. The proposed footprint and associated open parking spaces not only detract from the visual amenity of the houses collectively addressed as 1-6, Downs View Close, but also mark a radical departure from the 'ribbon' of development which directly adjoins Church Lane, Scaynes Hill and which is clearly shown on the aerial view available on GoogleMaps at:  
<https://www.google.co.uk/maps/place/Haywards+Heath+RH17/@50.9940109,-0.048432,316m/data=!3m1!1e3!4m5!3m4!1s0x47df5f754c643273:0xf61dea855ed4de17!8m2!3d51.0330817!4d-0.1616907>.

It seems quite extraordinary for consideration to be given to new dwellings in an area that has few local facilities (shops, schools etc). The effect of this will be to significantly add to an already stretched and over burdened minor road network, including Church Road, as the residents of any new dwellings will need to use their cars to shop, take children to school, commute etc.

It is apparent that no proper investigations into access have been made as the MSDC Site Allocations DPD states "investigate access arrangements onto Church Road and make necessary safety improvements". The access to the site identified is barely one car wide and involves a sharp turn that larger vehicles (and certainly council vehicles) will not be able to make without crossing the boundaries of No 6 Downs View Close. The access to Church Road is already dangerous and has been the site of many near misses as it comes immediately after a totally blind corner with cars speeding around the corner only to find vehicles slowly emerging from the access point from Downs View Close. It is only a matter of time before the accident that occurs there is a serious one, particularly if more dwellings have to use the access point. Furthermore the access point is only able to accommodate one car's width and so is not practical for use by the expected 40 or so cars that would come from the proposed new dwellings.

Until such time as the full investigation anticipated by the DPD is undertaken it is wholly premature and dangerously lax for the site to be included in the allocation plan. This suggests a suspicious wish for haste and lack of concern for safety on the part of MSDC that runs contrary to its obligations.

It should also be noted that the developer concerned – Denton Homes – have agreed a binding restrictive covenant to the owners of properties in Downs View Close which prevents any development of a significant part of the land the subject of SA31 for which they now seek planning permission. The owners of those properties (myself included) will if necessary obtain injunctions against any development as proposed. MSDC have been, and are, on notice of such covenants and should not encourage any breaches of those covenants by including land the subject of covenants in the plan. A copy of the relevant covenant wording is attached.

In addition, by way of summary, I object to this allocation of this site on the grounds of loss of visual amenity, loss of beautiful open countryside, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer's profit without any consideration for the future welfare, safety and well-being of existing residents.

I urge that it be excluded from the local plan site allocation.

1018	Mr C Aston	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1018/1	Type:	Object
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It is really quite extraordinary that no proper notice of this planning exercise was given to residents in Scaynes Hill area likely to be affected by it.

I object in the strongest possible terms to the allocation of the Land to the rear of Firlands for any development, let alone for 20 dwellings.

The latest proposed development encroaches significantly onto open agricultural land and the access road which is proposed extends a long way into open countryside. The proposed footprint and associated open parking spaces not only detract from the visual amenity of the houses collectively addressed as 1-6, Downs View Close, but also mark a radical departure from the ‘ribbon’ of development which directly adjoins Church Lane, Scaynes Hill and which is clearly shown on the aerial view available on GoogleMaps at:  
<https://www.google.co.uk/maps/place/Haywards+Heath+RH17/@50.9940109,-0.048432,316m/data=!3m1!1e3!4m5!3m4!1s0x47df5f754c643273:0xf61dea855ed4de17!8m2!3d51.0330817!4d-0.1616907>.

It seems quite extraordinary for consideration to be given to new dwellings in an area that has few local facilities (shops, schools etc). The effect of this will be to significantly add to an already stretched and over burdened minor road network, including Church Road, as the residents of any new dwellings will need to use their cars to shop, take children to school, commute etc.

It is apparent that no proper investigations into access have been made as the MSDC Site Allocations DPD states "investigate access arrangements onto Church Road and make necessary safety improvements". The access to the site identified is barely one car wide and involves a sharp turn that larger vehicles (and certainly council vehicles) will not be able to make without crossing the boundaries of No 6 Downs View Close. The access to Church Road is already dangerous and has been the site of many near misses as it comes immediately after a totally blind corner with cars speeding around the corner only to find vehicles slowly emerging from the access point from Downs View Close. It is only a matter of time before the accident that occurs there is a serious one, particularly if more dwellings have to use the access point. Furthermore the access point is only able to accommodate one car's width and so is not practical for use by the expected 40 or so cars that would come from the proposed new dwellings.

Until such time as the full investigation anticipated by the DPD is undertaken it is wholly premature and dangerously lax for the site to be included in the allocation plan. This suggests a suspicious wish for haste and lack of concern for safety on the part of MSDC that runs contrary to its obligations.

It should also be noted that the developer concerned – Denton Homes – have agreed a binding restrictive covenant to the owners of properties in Downs View Close which prevents any development of a significant part of the land the subject of SA31 for which they now seek planning permission. The owners of those properties (myself included) will if necessary obtain injunctions against any development as proposed. MSDC have been, and are, on notice of such covenants and should not encourage any breaches of those covenants by including land the subject of covenants in the plan. A copy of the relevant covenant wording is attached.

In addition, by way of summary, I object to this allocation of this site on the grounds of loss of visual amenity, loss of beautiful open countryside, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer’s profit without any consideration for the future welfare, safety and well-being of existing residents.

I urge that it be rejected.



1057	Mr T Clarke	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1057/1	Type:	Object
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Having lived in Scaynes Hill for more than 30 years and complained to WSCC, MSDC LRDC & the Police several times regarding the increasing volume of traffic using Nash Lane & Church Road I was most disappointed to learn of a proposal to build a further 20 dwellings off Church Road.

Due to the imposd deadline of midnight tonight to prepare an objection to this site being included in the district plan I can only summarise some of my reasons for this not being appropriate:

1-increased traffic. traffic does not conform to the 30mph speed limit, there are no footpaths on the road & the size of commercial vehicles has increased since permission was granted for several new business sites in the area to supplement the many tankers using the water treatment works. There have benn several minor incidents and it is only a matter of time before a major accident occurs;

2-specifically the junction of Church Road and A272 has now become extremely dangerous because of non-adherence to parking restrictions particulary associated with the second hand car showrooms at the junction and when many cars are used to drop or collect children from the local school;

3-Scaynes Hill Common is adjacent to the site and for many years there have been discussions regarding the growth of wildflowers and the preferred amount of maintenace to keep it good order (I belive the board providing details of its content has now been removed) The small size of the entrance to the Downs View road would inevitably entail even more distruction of the common. It was bad enough when Downs View Close was constructed:

4-a further development would inevitably result in more domestic pets being exercised on the common which would inevitably result in even more fouling of the grassland;

5=even if the local school was able to handle an increase in numbers, where would those residents go for general practioner services, public transport services are inadequate and there are now no shops in the village other than the garage which only worsens the problems associated with the Church Rd/A272 junction;

Time makes in impossible for me to continue but I wish to record my objection to the inclusion of this entry in the development plan

739	Mr P Crossfield	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/739/1	Type:	Object
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We purchased this property (and I have made this point in previous objections to the proposed development behind our house) on the verbal assurance by Denton Homes, that there would be no further development to the rear of the properties in this Close, to hinder the views that were the main attraction in purchasing our house. It is called DOWNS VIEW Close for a very good reason!

Since moving in there have been repeated moves by Dentons to gain planning permission for - initially one property, then two single storey, then further houses on this land and now an application for 20 houses has been submitted. A Restrictive Covenant exists in the area of land immediately beyond our six properties however this would appear to have been ignored in the latest application.

I am registering my very strong objections to this latest “sly” move by Dentons and it would be appreciated if, this time, our objections were acknowledged and given some serious consideration. There are SO many reasons why this further development should not be approved, including problems with access and general volume of traffic.

This area of beauty should not be ruined just for the sake of “satisfying the numbers” for the supposed need for more homes in this area. It is not justified!

This should NOT be given approval!

826	Mr M Gay	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/826/1	Type:	Object
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Whilst I have had insufficient time to examine the proposals in detail, my main concern about any increase in house numbers along Church Road is regarding road safety and the increase in traffic that any such development would create.

Church Road/Nash Lane is already a dangerous road used by large tanker lorries heading to the water treatment works. It has a sharp bend allowing no sight into the distance and no footpaths to protect pedestrians. The walk from my house to the Common is treacherous already

I wonder if consideration has been given to the fact than many houses along Nash Lane have outfalls from their septic tanks which drain onto the site in question? What will happen to those outfalls? What might the environmental effects be when disturbing those historic drains? What alternative drainage would be possible? Developers cannot ride roughshod over long established wayleaves and the like.

Scaynes Hill is a small village with precious few local amenities. Yes, it has a school and a Community Centre but there are no shops, no transport services along Church Road and very little to support yet another increase in numbers of people given the increase about to be bourne as a result of the 50 or so houses being built behind the Farmers Public House. Another 20 houses would severely stretch the overstretched resources of this 'little' village.

I refer to the land known as 'behind Firlands' on Church Road, Scaynes Hill, which I am extremely surprised is even being considered for development. Church Road is becoming overly congested, not just at rush hour but at all times of the day and I don't believe further development in this area has been thought through in the slightest. There is one narrow access road in and out through Downsview close which will potentially cause accidents as they exit onto Church Road. This junction is entirely unsuited for further cars. Once they have exited onto Church Road they will join a long queue at certain hours of the day to turn left or right onto the A272. This site is, as I say, most unsuitable and I suggest you reach this logical conclusion and seek other sites with considerably better access and services.

I would also like to add that I only became aware of this area being considered by chance at the eleventh hour, which I think is underhand

Please reject the application for inclusion of this site into the Allocation Plan.

1077	Ms L Hatley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1077/1	Type:	Object
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Our neighbours alerted us to this at 8pm so we have had no time to investigate this in any great depth at this point. I will be doing after this submission. Incredible that this proposal is not made public in the form of correspondence to local addresses and we have to find out this way at the 11th hour.

We purchased this house in August 2019 (Downsview, Nash Lane, which backs onto the proposed site) our conveyancing searches established the ownership of proposed site by Denton Homes, their existing development (Downsview close) and the covenant(s) on this site so it comes as some shock to find ourselves with this situation within a few months of purchase. I will reiterate that we need more time to investigate this to comment further.

1039	Mr R Kinnersley	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1039/1	Type:	Object			

Why was there no proper notice of this planning exercise given to residents in Scaynes Hill area likely to be affected by it ? Surely this is a failing of the committee not to consult thoroughly the residents that they supposedly there to support.

I object in the strongest possible terms to the allocation of the Land to the rear of Firlands for any development, let alone for 20 dwellings.

The latest proposed development encroaches significantly onto open agricultural land - creating a detrimental back fill development not in keeping with the village location - and the access road which is proposed extends a long way into open countryside. The proposed footprint and associated open parking spaces not only detract from the visual amenity of the houses collectively addressed as 1-6, Downs View Close, but also mark a radical departure from the ‘ribbon’ of development which directly adjoins Church Road.

It seems quite extraordinary for consideration to be given to new dwellings in an area that has few local facilities (shops, schools etc). The effect of this will be to significantly add to an already stretched and over burdened minor road network, including Church Road, as the residents of any new dwellings will need to use their cars to shop, take children to school, commute etc.

It is apparent that no proper investigations into access have been made as the MSDC Site Allocations DPD states "investigate access arrangements onto Church Road and make necessary safety improvements". The access to the site identified is barely one car wide and involves a sharp turn that larger vehicles (and certainly council vehicles) will not be able to make without crossing the boundaries of No 6 Downs View Close.

The access to Church Road is already dangerous and has been the site of many near misses as it comes immediately after a totally blind corner with cars speeding around the corner only to find vehicles slowly emerging from the access point from Downs View Close. It is only a matter of time before the accident that occurs there is a serious one, particularly if more dwellings have to use the access point. Furthermore the access point is only able to accommodate one car's width and so is not practical for use by the expected 40 or so cars that would come from the proposed new dwellings.

Until such time as the full investigation anticipated by the DPD is undertaken it is wholly premature and dangerously lax for the site to be included in the allocation plan. This suggests a suspicious wish for haste and lack of concern for safety on the part of MSDC that runs contrary to its obligations.

It should also be noted that the developer concerned – Denton Homes – have agreed a binding restrictive covenant to the owners of properties in Downs View Close which prevents any development of a significant part of the land the subject of SA31 for which they now seek planning permission. The owners of those properties (myself included) will if necessary obtain injunctions against any development as proposed. MSDC have been, and are, on notice of such covenants and should not encourage any breaches of those covenants by including land the subject of covenants in the plan.

By way of summary, I object to this allocation of this site on the grounds of loss of visual amenity, loss of open countryside, impact on local wildlife including deer, bat and pheasant, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer’s profit without any consideration for the future welfare, safety and well-being of existing residents.

I object in the strongest of terms and urge that this site be rejected

1068	Mr T Lawrence	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1068/1	Type:	Object
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I would like to object to the allocation of the land to the rear of Firlands for any development.

This development encroaches into and would have a detrimental impact on the open countryside. When we purchased our property in Downs View Close we were informed at purchase that in no uncertain terms that no development was planned to the rear of the houses. We were also informed that the length of our gardens were dictated by the boundary lines of the properties either side of the then once field, so how can a development now be planned to extend further into the field.

I do not see how safe access can be gained to the site, there is only a single width track to the right of no 6 Downs View Close. If travelling down Church Road (which the majority of site traffic would be) there would be a 180 degree turn followed by a sharp left hand 90 degree turn, hardly safe access for potentially 40 cars plus those current residents of Downs View Close, let alone service vehicles and more importantly fire engines. Church Road is already a dangerous road with cars travelling at high speed with the added effect of a blind bend no more then 100 yards to the left of the exit of the Close.

There is also a covenant on part of the proposed site whereby no development is allowed. I strongly object to this proposed development site.

1395	Mrs J Lumsden	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1395/1	Type:	Object
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I am disturbed to hear that this land may be allocated for development.

Church Road is already busy with heavy goods traffic to the Water Treatment works, the Industrial Estate and the Brickworks. The junction onto the A272 is dangerous and congested particularly at rush hour and school arrival and departure times. I imagine this will be even worse when the development on the A272 by the Farmers is completed.

Further commercial development of this small village really is ridiculous.

Please reject any application for further development and consult properly with the residents.

1004	Mr N Parsons	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1004/1	Type:	Object
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I write further to my letters of October 25th 2017, November 29th 2016 in relation to planning application reference DM/16/4612 and to my letter of December 19th relating to DM/16/480.

In my previous correspondence, I said that “I fear this planning proposal will be merely the latest in a series of attempts to develop the whole of the land which is now surplus to their needs. If permission is granted for this development then I strongly suspect they will be back once more to test the resolve of the planners with an application for even more development”.

My suspicions have indeed proved to be very well-founded. Barely three weeks later the developers returned with an application to build not one but two houses on open agricultural land and there is now an outline proposal to construct a further 20 houses on land which is the subject of a restrictive covenant.

The latest proposed development encroaches significantly onto open agricultural land and the access road which is proposed extends a long way into open countryside. The proposed footprint and associated open parking spaces not only detract from the visual amenity of the houses collectively addressed as 1-6, Downs View Close, but also mark a radical departure from the ‘ribbon’ of development which directly adjoins Church Lane, Scaynes Hill and which is clearly shown on the aerial view available on GoogleMaps at:  
<https://www.google.co.uk/maps/place/Haywards+Heath+RH17/@50.9940109,-0.048432,316m/data=!3m1!1e3!4m5!3m4!1s0x47df5f754c643273:0xf61dea855ed4de17!8m2!3d51.0330817!4d-0.1616907>

The developer concerned – Denton Homes – have granted a restricted covenant which prevents development on the land for which they now seek planning permission. I enclosed a file showing the precise wording of this covenant. After correspondence in January 2019 following vehicular encroachment to which I objected, Denton Homes installed a line of posts to mark out the boundary edge of this parcel of land.

I object to this planning application on the grounds of loss of visual amenity, loss of beautiful open countryside, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer’s profit without any consideration for the future welfare, safety and well-being of existing residents.

I urge that it be rejected.

825	Mr N Parsons	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/825/1	Type:	Object
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I write further to my letters of October 25th 2017, November 29th 2016 in relation to planning application reference DM/16/4612 and to my letter of December 19th relating to DM/16/480.

In my previous correspondence, I said that “I fear this planning proposal will be merely the latest in a series of attempts to develop the whole of the land which is now surplus to their needs. If permission is granted for this development then I strongly suspect they will be back once more to test the resolve of the planners with an application for even more development”.

My suspicions have indeed proved to be very well-founded. Barely three weeks later the developers returned with an application to build not one but two houses on open agricultural land and there is now an outline proposal to construct a further 20 houses on land which is the subject of a restrictive covenant.

The latest proposed development encroaches significantly onto open agricultural land and the access road which is proposed extends a long way into open countryside. The proposed footprint and associated open parking spaces not only detract from the visual amenity of the houses collectively addressed as 1-6, Downs View Close, but also mark a radical departure from the ‘ribbon’ of development which directly adjoins Church Lane, Scaynes Hill.

The developer concerned – Denton Homes – have granted a restricted covenant which prevents development on the land for which they now seek planning permission. I enclosed a file showing the precise wording of this covenant. After correspondence in January 2019 following vehicular encroachment to which I objected, Denton Homes installed a line of posts to mark out the boundary edge of this parcel of land.

I object to this planning application on the grounds of loss of visual amenity, loss of beautiful open countryside, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer’s profit without any consideration for the future welfare, safety and well-being of existing residents.

I urge that it be rejected.

1069	Mr D Rumsey-Williams	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1069/1	Type:	Object
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Our neighbours alerted us to this at 8pm so we have had no time to investigate this in any great depth at this point. I will be doing after this submission. Incredible that this proposal is not made public in the form of correspondence to local addresses and we have to find out this way at the 11th hour.

We purchased this house in August 2019 our conveyancing searches established the ownership of proposed site by Denton Homes, their existing development (Downsview close) and the covenant(s) on this site so it comes as some shock to find ourselves with this situation within a few months of purchase. I will reiterate that we need more time to investigate this to comment further.

1042	Ms S Shepherd	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1042/1	Type:	Object
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It is really beyond galling that no proper notice of this planning exercise was given to residents in Scaynes Hill area likely to be affected by it.

I object in the strongest possible terms to the allocation of the Land to the rear of Firlands for 20 dwellings. This is known as serious over-development

The latest proposed development encroaches significantly onto open agricultural land and the access road which is proposed extends a long way into open countryside. The proposed footprint of the build would mark a radical departure from the ‘ribbon’ of development which directly adjoins Church Lane, Scaynes Hill

It seems quite extraordinary for consideration to be given to new dwellings in an area that has few local facilities (shops, schools etc). The effect of this will be to significantly add to an already stretched and over burdened minor road network, including Church Road, as the residents of any new dwellings will need to use their cars to shop, take children to school, commute etc. Let me tell you that my commute to Brighton is most frustrated by zigzagging around cars on Church Road and queuing for the A272

It is apparent that no proper investigations into access have been made as the MSDC Site Allocations DPD states "investigate access arrangements onto Church Road and make necessary safety improvements". The access to the site identified is barely one car wide and involves a sharp turn that larger vehicles (and certainly council vehicles) will not be able to make without crossing the boundaries of No 6 Downs View Close. The access to Church Road is already dangerous and has been the site of many near misses as it comes immediately after a totally blind corner with cars speeding around the corner only to find vehicles slowly emerging from the access point from Downs View Close. It is only a matter of time before the accident that occurs there is a serious one, particularly if more dwellings have to use the access point. Furthermore the access point is only able to accommodate one car's width and so is not practical for use by the expected 40 or so cars that would come from the proposed new dwellings.

In addition, by way of summary, I object to this allocation of this site on the grounds of loss of visual amenity, loss of beautiful open countryside, adequacy of parking/loading/turning, highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common, traffic generation and noise and disturbance resulting from use. It is designed solely to maximise the developer’s profit without any consideration for the future welfare, safety and well-being of existing residents.

I urge that it be rejected.

836	Mr P Silvey	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/836/1	Type:	Object
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I, like my neighbours who have kindly brought this to my attention albeit at the eleventh hour, find it extraordinary that no proper notice of this planning exercise was given to residents in Scaynes Hill. This site is in direct view from the rear of our property and any proposed development would have enormous visual impact. I would be very interested to learn where the application for allocation was published so that local residents would have a reasonable opportunity to see what is happening in their back yards!

I wish to record my objection in the strongest possible terms to the allocation of the Land to the rear of Firlands for any development.

Whilst I have had insufficient time to examine the proposals in detail, my main concern about any increase in house numbers along Church Road is regarding road safety and the increase in traffic that any development would create. Church Road/Nash Lane is already a dangerous road used by large tanker lorries. It has a sharp bend allowing no sight into the distance and no footpaths to protect pedestrians. It is also very popular with cyclists at weekends and I can foresee a serious accident occurring if car movement numbers were to increase significantly - as I would expect would be the case with an additional 20 houses. Access onto Church Road from the development would be extremely dangerous - our neighbours in Downsvie Close already speak of numerous near misses when exiting the Close. I would also be concerned with the junction of Church Road and the A272 - particularly at school times as the traffic backup is already very significant. 20 extra dwellings must equate to at least a dozen extra school trips every morning and evening.

I wonder if consideration has been given to the fact than many houses along Nash Lane have outfalls from their septic tanks which drain onto the site in question? What will happen to those outfalls? What might the environmental effects be when disturbing those historic drains? What alternative drainage would be possible? Developers cannot ride roughshod over long established wayleaves and the like.

Scaynes Hill is a small village with precious few local amenities. Yes, it has a school and a Community Centre but there are no shops, no transport services along Church Road and very little to support yet another increase in numbers of people given the increase about to be bourne as a result of the 50 or so houses being built behind the Farmers Public House. Another 20 houses would severely overcrowd the area.

Please reject the application for inclusion of this site into the Allocation Plan.



847	M Spruce	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/847/1	Type:	Object
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Why has no consultation been undertaken with local residents who would be impacted by this proposal?

I object to the development of the land to the rear of Firlands as identified on the site allocations development plan for the following reasons:-

- 1) This development significantly diverges from the current ribbon development along Scaynes Hill - were this to be granted it would be an open invitation for further developments on the land between Church Road and Clearwater Lane
- 2) There is currently a restrictive covenant in place which prohibits any further development to the area directly behind Downs View close
- 3) Access arrangements have not been taken into consideration - an additional access road for 20 new dwellings onto a small country lane which already suffers with speeding traffic near a blind corner is a significant safety concern.
- 4) The proposal encroaches significantly onto open agricultural land and open countryside and would significantly compromise the surrounding area including Clear Water lane
- 5) Existing drainage arrangements from properties to the north of the propose site have not been taken into consideration
- 6) An additional access road onto Church Road would detract significantly from the beauty and tranquillity of Scaynes Hill common.
- 7) Local amenities are not significantly scaled to support 20 further properties
- 8) There are already numerous other new developments that have been undertaken within the area surrounding Haywards Heath - there is a significant number of new properties which remain empty. Overall there does not appear to be sufficient demand for the number of properties included in the site allocations development plan.

Please send acknowledgment to confirm my objections have been noted

1072	Mrs J Todd	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1072/1	Type:	Object
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This number of houses will impact our view do I strongly object and am surprised we have not been notified.

Please keep immediate local residents informed of any progress.

1404	Mrs L Watkins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1404/1	Type:	Object
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write regarding the draft consultation document to inform the MSDC Site Allocation Development Plan. As this was not widely publicised, I have to believe comments will still be considered slightly beyond your deadline.

This proposal, which significantly inflates the previously submitted planning application for the site, will compound all the issues raised at that time. Access to the site is obviously limited and 20 additional dwellings will be logistically extremely problematic. When planning was being sought before, MSDC made the assumption that refuse lorries drove into Downsview Close; this was demonstrably impossible. It might sound a minor issue, but where will bins from an additional 20 dwellings line up along the road?

Traffic in Church Road / Nash Lane already puts local road users at considerable risk, especially pedestrians, of which there are many - people with children, people with disabilities, people with dogs etc. The width of the road allows no possibility of pavements to afford some protection for them. It is already dangerous.

Large vehicles, already using the road for access, damage both verges of gardens and the common. Access to and from the A272 currently relies on the good will of drivers in both directions and, even now, can take a long time. Inevitably the traffic load at busy times will increase the problem which impacts even more when lorries and farm vehicles need to negotiate the junction.

I urge you to reconsider the volume of dwellings proposed where safety is already compromised.

1396	Mrs J Whittaker	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1396/1	Type:	Object
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I wish to record my objection in the strongest possible terms to the allocation of the Land to the rear of Firlands for any development.

Whilst I have had insufficient time to examine the proposals in detail, my main concern about any increase in house numbers along Church Road is regarding road safety and the increase in traffic that any such development would create.

Church Road/Nash Lane is already a dangerous road used by large tanker lorries heading to the water treatment works. It has a sharp bend allowing no sight into the distance and no footpaths to protect pedestrians. The walk from my house to the Common is treacherous already

I wonder if consideration has been given to the fact than many houses along Nash Lane have outfalls from their septic tanks which drain onto the site in question? What will happen to those outfalls? What might the environmental effects be when disturbing those historic drains? What alternative drainage would be possible? Developers cannot ride roughshod over long established wayleaves and the like.

Scaynes Hill is a small village with precious few local amenities. Yes, it has a school and a Community Centre but there are no shops, no transport services along Church Road and very little to support yet another increase in numbers of people given the increase about to be bourne as a result of the 50 or so houses being built behind the Farmers Public House. Another 20 houses would severely stretch the overstretched resources of this 'little' village.

Please reject the application for inclusion of this site into the Allocation Plan.

1073	Mrs M Wiltshire	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1073/1	Type:	Object
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I am sending this email by way of a protest regarding the proposed development of 20 homes on the land behind of Firlands, Church Road, Scaynes Hill.

This proposal to extend the population of our village by building 20 new dwellings has been so little publicised that it has only been drawn to my attention in the last few hours. It is really quite astonishing! I am sure that the majority of the village would object to further homes being developed without the investment in the village infrastructure. It's disappointing that we were not made aware of these plans.

There have been significant building work in the village this year already and yet very little attention to the impact of the volume of traffic through the village. There was a serious accident just a few days ago which closed the main road and caused serious casualties. There have been promises and plans for a cycle path and pavements from Scaynes Hill to Haywards heath. This has to be promised and implemented with new buildings being planned. There cannot be yet more traffic going through a small village road with an already incredible high volume of cars.

The latest development plans encroaches on agricultural land and the access road which is in the beautiful countryside. This development marks a radical departure from the 'ribbon' of development which directly adjoins Church Lane, Scaynes Hill and which is clearly shown on the aerial view available on GoogleMaps at:  
<https://www.google.co.uk/maps/place/Haywards+Heath+RH17/@50.9940109,-0.048432,316m/data=!3m1!1e3!4m5!3m4!1s0x47df5f754c643273:0xf61dea855ed4de17!8m2!3d51.0330817!4d-0.1616907>.

My next point somewhat links to my second issue regarding facilities. There is one shop, no path out of the village, one small primary school, one pub. Infrastructure, access and roads need to be invested in before housing is further developed. It will put too much strain on the roads and local resources to increase to concentration of the population of a small village that historically has been a farming and brick-making village.

On a more micro level, the access to the site is far too narrow for adequate access for 30+ cars. This will include delivery lorries, vans and other wide vehicles. The access to Church Road is already dangerous as it is on a sharp bend with cars speeding around the corner of a busy main road that has speeding cars (despite to 30 mph speed limit)

I object to this allocation of this site on the grounds of loss of open countryside, lack of alternative commuting to decrease the volume of additional traffic (cycle path), highway safety, the detrimental impact on residential amenities such as Scaynes Hill Common.

I urge that this new proposed development be rejected and the highway infrastructure between Scaynes Hill and Haywards Heath is considered by the council. There needs to be a cycle path or pavement between Scaynes Hill and Haywards Heath.

Please listen.

Site/Policy: SA32 – Withypitts Farm, Turners Hill			
Number of Comments Received			
Total: 30	Support: 2	Object: 24	Neutral: 4
Comments from Organisations / Specific Consultation Bodies			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Small-scale Area of Outstanding Natural Beauty (AONB) site, incongruous with the countryside. Not a rural exception site. Council's housing target doesn't require its allocation (CPRE)</li> <li>• Require a Landscape and Visual Impact Assessment and assessment as to whether this constitutes 'major' development in the AONB (High Weald AONB Unit &amp; Natural England)</li> <li>• Heritage Assessment required (Historic England)</li> <li>• Appropriate mitigation required as the site is within 7km of Ashdown Forest (Natural England)</li> <li>• No infrastructure concerns based on information provided to date (Thames Water)</li> <li>• Turners Hill Parish Council strongly object as it brings no benefits to the village, public transport is poor, no health provision in the village, walk to the primary school is unsafe, access is dangerous, visual impact, last working farm in the Parish, AONB (Turners Hill Parish Council)</li> </ul>			
Key Issues Raised – Residents / Other			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
Actions to Address Objections			
<ul style="list-style-type: none"> <li>• Assessment to be carried out to determine whether development is major development in the AONB in the context of Para 172 of the NPPF</li> <li>• Site promoter will be required to carry out a Landscape and Visual Impact assessment (LVIA)</li> <li>• Site promoter will be required to carry out a Heritage assessment and engage in pre-application discussion with Historic England and undertake any work necessary.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Appendix C of the Sites DPD includes General Principles for development, this refers to Ashdown Forest. These principles will be made clearer in the Regulation 19 version of the Sites DPD.</li> </ul>			

684

Mr C Noel

Organisation: Strutt and Parker

Behalf Of: Paddockhurst Estate Turners Hill

Promoter

Reference: Reg18/684/

Type: Object

The Estate would like to flag at this stage that development costs at this site are anticipated to be much higher than average. There are several reasons for this:

Forming new residential units in converted farm buildings is generally far more expensive than delivering new-build dwellings. An element of the scheme is likely to be in the form of such conversions.

The proposal will necessitate additional costs to the Estate in relocating the existing agricultural operations to Worth Lodge Farm. These are development costs that are directly attributable to the scheme.

It is possible that formation of an acceptable access will involve the demolition of existing buildings, and the redevelopment will certainly require such works within the site.

As the scheme develops, we will review the viability of the proposals but it seems possible that a scheme of 16 units as envisaged in policy SA 32 may not be able to deliver a District Plan compliant level of affordable provision because of the anticipated level of development costs.

684

Mr C Noel

Organisation: Strutt and Parker

Behalf Of: Paddockhurst Estate Turners Hill

Promoter

Reference: Reg18/684/8

Type: Support

Paddockhurst Estate as site owner supports the proposed allocation of land at Withypitts Farm, Selsfield Road, Turners Hill for redevelopment for residential purposes. The land is identified to come forward in years 6-10. This is considered realistic given that the site is currently in use for farming purposes. Nevertheless, the layout and location of Withypitts Farm is far from optimal from an agricultural perspective. The activities currently carried out (including cattle rearing) cause difficulties in terms of slurry management in relation to local watercourses, and the traditional buildings within the site are difficult to use for modern farming practices. The Estate will need time to effect the relocation of the farming activities from this site, to the existing farm steading at Worth Lodge Farm which lies further to the west.

Site proposal SA 32 seeks "a farmstead character redevelopment which retains existing buildings of historic value and capable of conversion". This approach is supported.

One particular traditional building is likely to prove challenging given its scale and the particular form of roof construction. While of some interest, we believe that the building in question is unlikely to be suitable for conversion for structural reasons. A structural survey of the traditional buildings has recently been commissioned in order to assess the suitability of all the buildings concerned for appropriate re-use. A firm of architects has been appointed to address the site capacity with a feasibility study.

Paddockhurst has also commissioned an access appraisal (supported by a topographic survey), a heritage assessment and a scheme masterplan. Details will be provided as and when available.

Paddockhurst Estate supports the identification of Land at Withypitts Farm under site proposal SA 32 for redevelopment for residential purposes. A series of technical studies are appointed and results will be provided to the local planning authority in short order.

Land north of Old Vicarage Field remains suitable for identification in the Regulation 19 SADPD for housing development. It is the best available site to target the shortfall against the residual requirement for Turners Hill, and will help deliver the spatial strategy by increasing the number of units identified within Category 3 settlements. The site is capable of sub-division in accordance with paragraph 68(d) for the Framework. A first phase could deliver approximately 46 dwellings against the residual settlement requirement of 51 units.

<b>642</b>	<b>Ms C Tester</b>	<b>Organisation:</b> High Weald AONB Unit	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/642/10	<b>Type:</b> Object		
<p>Object in the absence of:</p> <p>a) A Landscape and Visual Impact assessment to inform the decision on whether this site should be allocated and to inform the criteria that accompanies the allocation; and</p> <p>b) an assessment of whether the proposal constitutes major development, and justification under NPPF paragraph 172 if it does.</p>				

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/8	<b>Type:</b> Object		
<p>Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.</p> <p>This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/27	<b>Type:</b> Object		
<p>Appropriate mitigation will be necessary to address impacts of net increased residential development within 7km of Ashdown Forest SPA and SAC. Suitable strategic solutions are in place which will result in no adverse effects on the integrity of the European sites, as referred to in the HRA for the Site Allocations DPD.</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/26	<b>Type:</b> Object		
<p>We agree with the provision in SA32 for a project-level LVIA to be undertaken to understand the impacts (including cumulative) of this allocation on the key characteristics of the High Weald AONB.</p>				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/25	<b>Type:</b> Object		

This site is located within the High Weald Area of Outstanding Natural Beauty (AONB), and is on the southern edge of Turners Hill. Proposals for this allocation will need to be in accordance with national planning policy, specifically paragraph 172 of the National Planning Policy Framework (NPPF) which gives the highest status of protection for the 'landscape and scenic beauty' of AONBs and National Parks. Paragraph 172 states that 'planning permission should be refused for major development other than in exceptional circumstances'. The paragraph goes on to set out criteria to determine whether the development should exceptionally be permitted within the designated landscape. In addition, the proposals will need to be in accordance with the adopted District Plan policy DP16. However Natural England maintains its previous advice for this allocation when it was presented in the SHELAA, that alternatives in Turners Hill should be sought which do not present such overt encroachment into the AONB.

<b>622</b>	<b>Ms T Hurley</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Thames Water	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/622/3	<b>Type:</b> Neutral		

On the information available to date we do not envisage infrastructure concerns regarding wastewater infrastructure capability in relation to this site.

The development may drain via Southern Water infrastrcuture before arriving in the Thames Water catchment. Confirmation of capapcity from Southern will also be required

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/43	<b>Type:</b> Neutral		

SA 32 Withypitts Farm, Selsfield Road, Turners Hill

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Provide improvements to bus stopping facilities on Selsfield Rd including provision of a bus shelters and RTI displays
- Contribute towards cycling improvements to the Turners Hill Road cycle path

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/63	<b>Type:</b> Neutral		

The site lies within the brick clay (Wadhurst clay) and the Building Stone (Ardingly and Cuckfield) Minerals Safeguarding Areas, therefore the potential for mineral sterilisation should be considered in accordance with policy M9 of the West Sussex Joint Minerals Local Plan (2018) and the associated Safeguarding Guidance.

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/2	Type:	Object			
The site is wholly in the Area of Outstanding Natural Beauty (AONB). Several of the other sites submitted are also in the AONB and this would set an unwanted precedent. We do not agree that the impact on the AONB would be moderate especially as the impact on the actual farm would be immense. The overall impact has not, in our view, been considered.						

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/4	Type:	Object			
It was pointed out that this site has a very real visual impact on the area with views along the ridge line. This would be contrary to our Neighbourhood Plan and the District Plan.						

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/1	Type:	Object			
Turners Hill Parish Council strongly objects to the inclusion of Site 854 Withypitts Farm, Selsfield Road which brings no benefits to the village.						

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/5	Type:	Object			
The Highway access is very dangerous - it is adjacent to the change from 40 to 30 mph, and there is no pedestrian footway. Any additional vehicle movements would have a negative impact on the already congested road system in Turners Hill.						

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/6	Type:	Object			
Education – Primary School is a ten-minute walk as stated by MSDC but lacks any safe and useable footway. Children attending the senior school in East Grinstead would also have to walk to the village centre for the school bus.						

597	Mrs A Bolt	Organisation:	Turners Hill Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/597/7	Type:	Object			
Health – there are no health provision services in Turners Hill contrary to MSDC's belief.						



<b>597</b>	<b>Mrs A Bolt</b>	<b>Organisation:</b> Turners Hill Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/597/3	<b>Type:</b>	Object	

This is the last working farm in the parish, and it would not be able to continue farming livestock without the farm buildings. The importance of farming in our rural areas appears to have been overlooked by MSDC. It is currently a sustainable economically viable farm and should therefore be protected. There is no mention of the future of the farm in the documentation for this site. The damage caused for the sake of 16 homes would be completely out of proportion. Should this become an arable only farm then the vehicles required would have to be contracted in. This would add even more disruption to highway traffic. In addition, there would be no access for farm machinery onto the farm unless a route was maintained through the proposed development, which would be unlikely to appeal to house buyers and likely to add mud to the roads. The barn itself was designed by Robert Whitehead who purchased Paddockhurst Mansion (now Worth Abbey) in the late 1880's. He invented the torpedo and was a very good architect designing many barns for local farms. The Withypitts Farm barn has a wonderful, intricate roofing structure and must be preserved.

<b>597</b>	<b>Mrs A Bolt</b>	<b>Organisation:</b> Turners Hill Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/597/9	<b>Type:</b>	Object	

We question that this proposal fulfils any of the requirements of DP16, for instance it does not support the economy and social well-being of the AONB or of the whole parish.

DP26 talks of well-located and designed development that reflects the distinctive aspect of villages and retain their separate identity and character; that support sustainable communities which are safe and inclusive. These criteria are not met by this proposal. It most certainly would not be able to provide a pedestrian friendly environment that is safe, well-connected and accessible without a great deal of highway work being carried out to link the site safely to the village and its services

<b>597</b>	<b>Mrs A Bolt</b>	<b>Organisation:</b> Turners Hill Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/597/8	<b>Type:</b>	Object	

Public Transport is shown as 'Fair' but the service on Selsfield Road is very limited with only a two-hourly day time service. Service 84 runs along East Street / Turners Hill Road which also provides a two-hourly daytime. Neither run on a Sunday or Bank Holiday.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/689/30	<b>Type:</b>	Object	

Site 32 is small scale AONB site located outside Turners Hill village boundary, sticking out incongruously into the countryside. It is not offered as a rural exception site; it is unclear whether it would even provide a 30% quotient of affordable housing; and, as such, it is probably inappropriate. Delivery of the Council's housing target does not require allocation of this small site.

Please also refer to our submission re policy SA1 at para 3.1 re safeguarded minerals sites.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/12	<b>Type:</b>	Object	
Where proposed allocated sites (e.g. SA17, SA23, SA24 and SA30-SA32) are within a Minerals Plan safeguarding Area, the question of whether they can be released from that area (if appropriate by extracting the resource first) should surely be addressed now before the decision to allocate within the SA DPD is made.				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/32	<b>Type:</b>	Object	
The site is located within the Brick Clay (Weald) Mineral Safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.				

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/31	<b>Type:</b>	Object	
The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/31	<b>Type:</b>	Object	
The site is located within the Brick Clay (Weald) Mineral Safeguarding Area. No further evidence has been provided which demonstrates that the site is required for further mineral extraction.				

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/30	<b>Type:</b>	Object	
The site is within the AONB and it is considered it is inappropriate to allocate this site for development without thorough appraisal of reasonable alternatives as previously set out.				

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b> Star Planning	<b>Behalf Of:</b> Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b>	Reg18/697/12	<b>Type:</b> Neutral		

Site is within Brick Clay (Wadhurst) MCA - approx 150 metres from resource. Within Building Stone (Ardingly and Cuckfield) MCA - approx 50 metres from resource. Unclear what will happen to existing agricultural buildings. Poor relationship to main settlement pattern.

<b>1406</b>	<b>Mrs M Gaskin-Taylor</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b>	Reg18/1406/1	<b>Type:</b> Object		

I wish to raise an objection to this. Where is the supporting infrastructure - school, doctors, and road congestion certainty ? Turners Hill Proposed new houses.

<b>1377</b>	<b>Mrs K Lane</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b>	Reg18/1377/1	<b>Type:</b> Object		

My reasons for objecting are:

1. Lack of infrastructure - there is a lack of school and GP places. Indeed my own daughter (9) did not receive a place to attend what would have been our catchment school and has a 1.5 mile trip to Turners Hill School which has to be made by car due to the distance and also as there are not pavements for a significant part of the journey.
2. In relation to dental practices, my daughter has had to enrol at Maidenbower in Crawley and I have had to enrol with the Pembroke Dental Practice in Crawley. My husband has remained with his Practice in Tunbridge Wells.
3. Having been told I was terminally ill previously, there are insufficient appointments available at the local GP practice in Crawley Down which already covers several villages including Turners Hill and is overstretched to the extent that I struggle to get a Nurse or GP appointment.
4. Due to the lack of cctv and policing, crime is becoming greater in the area with crimes reported in Rufwood and Turners Hill within the last couple of weeks, including a burglary in Turners Hill. This was hugely distressing following my own house being burgled in March 2019. Insufficient police were available to obtain cctv footage within an appropriate timescale.
5. Turners Hill Road is already dangerous with local volunteers seeking to operate their own safety cameras. However, assuming each house has 2 cars, this would add another 600 cars onto Turners Hill Road at an area which is regularly single lane traffic or heavily impacted by events at the South of England Showground such that it can take 45 mins to travel 1.5 miles to the school for the school run.
6. There are a lack of amenities locally - there is no pub nor café in Turners Hill. The Coop always has a lengthy queue as they acknowledge there is insufficient space in store for their products and also customers

1318	Mr J Pratt	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1318/1	Type:	Object
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The proposed site contradicts the Turners Hill Neighbourhood Plan (2016) wjich sets out areas of the village where development has been identified as possible sites.

It also is against policy TUP8 Countryside Protection of the Neighbourhood Plan.

Withypitts Farm is a working farm and in a very raral location entrance to the site is restricted and on a 40mph zone.

I also object on the ground of the proposed site being on the Ashdown forest zone of influence and in the high weald area of outstanding national beauty.

<b>Site/Policy: SA33 – Ansty Cross Garage, Ansty</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 11	<b>Support:</b> 4	<b>Object:</b> 5	<b>Neutral:</b> 2
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Various Sustainable Transport measures are suggested to be included in the policy requirement for this site (West Sussex County Council)</li> <li>• Due to current sites use as a commercial filling station, consideration of potential contamination is required prior to redevelopment – site specific requirements could be strengthened to reflect this (Environment Agency)</li> <li>• Heritage Assessment required (Historic England)</li> <li>• Strongly object to the allocation as Ansty has already seen numerous developments in recent years. Traffic concerns (particularly regarding the roundabout). No infrastructure to support this development (Ansty and Staplefield Parish Council)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Site is not located on the filling station itself; it is located to the north (car showroom) – seek clarification from the Environment Agency and amend policy requirements if needed.</li> <li>• Amend Infrastructure Delivery Plan (IDP) to include recommended sustainable transport infrastructure and refer to this in policy wording.</li> <li>• Developer will be required to carry out a Heritage assessment and undertake any work as necessary to assist.</li> </ul>			

<b>740</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - Ansty Garage	<b>Promoter</b>
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<b>Reference:</b> Reg18/740/4	<b>Type:</b> Support
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The detailed design stage will be carefully considered to ensure that appropriate biodiversity benefits can be achieved on-site.

<b>740</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - Ansty Garage	<b>Promoter</b>
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<b>Reference:</b> Reg18/740/3	<b>Type:</b> Support
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In terms of transport matters, Fairfax's transport consultants, SK Transport, have advised that although the Council has identified that a new access onto Cuckfield Road will be required and the access strategy should avoid creating a new access onto the narrow lane to the north; based on the garage already having direct access onto the B2036 it is considered that appropriate access onto the adjacent highway network will be deliverable, without using the access lane immediately to the north. The existing access serves the adjacent residential development (former Ansty Cross Public House) and also the existing commercial use at the proposed allocation site. This existing access currently accommodates notable vehicular capacity, and benefits from ample visibility at its junction with the public highway. Its continued use to serve the residential use proposed would result in less traffic movements, and as a consequence it can be concluded that the access strategy to serve the proposed development would benefit from ample capacity and visibility, and there would therefore not be any anticipated highway safety concerns arising from the proposed development.

<b>740</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - Ansty Garage	<b>Promoter</b>
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<b>Reference:</b> Reg18/740/2	<b>Type:</b> Support
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It is noted that there is a Listed buildings on the opposite side of Cuckfield Road. If necessary a Heritage Statement can be provided with the planning application; although it is noted that this was not required for the adjoining scheme at the former Ansty Cross Public House site.

740	Mr T Rodway	Organisation: Rodway Planning	Behalf Of: Fairfax - Ansty Garage	Promoter
Reference:	Reg18/740/1	Type: Support		
<p>An illustrative site layout plan has been prepared by our client’s architect, and a copy of this is attached. This shows a total of 12 residential units being accommodated on the site, comprising 7 houses and 5 flats positioned behind the recent Ansty Cross Public House development, and the existing Petrol Filling Station site. A buffer is to be provided to the latter, whilst the development behind the former pub site has been laid to respond positively to this existing residential development. The mature vegetation to the sites northerly boundary with the adjacent rural land would be retained, thereby protecting the semi-rural character at the settlement edge. A landscaping scheme can be provided as part of the planning application stage.</p> <p>A total of 18 car parking spaces are proposed, which is considered ample taking into account the smaller size of the dwellings proposed, and that there is public transport opportunities available nearby (bus stops on the A272), and Ansty benefits from some public services which are within easy walking distance of this site.</p> <p>It is anticipated that given the former commercial use of the site, and its proximity to the petrol filling station, that a Phase 1 Contamination Assessment will be required at the planning application stage.</p> <p>If required a Noise Assessment can be provided at the planning application stage.</p> <p>In summary, we can confirm our support for allocation of land at Ansty Cross Garage site via draft Policy SA 33. However, we strongly contend that the specific detail of the policy requires revision, so as to ensure a deliverable and successful redevelopment of this previously developed site can be achieved in the short term.</p>				

713	Mrs H Hyland	Organisation: Environment Agency	Behalf Of:	Statutory Consultee
Reference:	Reg18/713/11	Type: Object		
<p>Due to the current sites use as a commercial petrol filling station full consideration of potential contamination needs to be made prior to redevelopment. The site is located on a secondary aquifer and any investigation and subsequent remediation should consider fully the risk to groundwater. As drafted the site specific requirements could be strengthened to demonstrate this.</p>				

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/668/9	<b>Type:</b> Object		

Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.

This concern can be directed at a number of proposed site allocations where heritage assets are noted but no qualitative assessment has been carried out (e.g. SA13, SA18, SA21, SA22, SA25, SA28, SA32, SA33)

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/44	<b>Type:</b> Neutral		

SA 33 Ansty Cross Garage, Cuckfield Road, Ansty

- Provide on-site passenger information including RTI display(s) for bus and rail services
- Provide enhanced bus stop facilities including passenger information (RTI, electronic bus timetables and route information) improvements on Bolney Rd
- Contribute towards cycling improvements to the Broad Street and Tylers Green section of the Haywards Heath Circular cycle route

<b>617</b>	<b>Ms L Bennett</b>	<b>Organisation:</b> Ansty and Staplefield Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b>	Reg18/617/1	<b>Type:</b> Object		

The Parish Council strongly object to the proposed site allocation at Ansty Cross Garage. During the creation of the Ansty and Staplefield Parish Council Neighbourhood Plan, residents accepted that a small number of appropriate houses could benefit the village. However, with developments at Deaks Lane, Ansty Cross pub, Crouch Fields, Bolney Road as well as 3500 houses just to the south of Ansty, the Parish Council feel that is more than enough. The little roundabout in the centre of Ansty is already overloaded. The petrol station has access close to the roundabout and so does Crouch Fields. A new development at the garage would cause more congestion and increase the risk of an accident. The roundabout will inevitably see a surge in traffic when the Northern Arc is built, despite the mitigation measures.

Ansty has no pub and very limited public transport. It does not need any more houses.



<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Manoir Properties	<b>Developer</b>
<b>Reference:</b>	Reg18/723/33	<b>Type:</b>	Object			
<p>This site is not considered to be a sustainable location. A total of four separate sites were considered within Ansty with this being the only one accepted. The only difference between this and the other sites was that this scored slightly higher in the SA due to it being PDL. Whilst this is correct it is not considered that the PDL nature of this site makes it appropriate for allocation within the Sites DPD.</p>						

<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b>	Andrew Black Consulting	<b>Behalf Of:</b>	Village Developments Floran Farm	<b>Developer</b>
<b>Reference:</b>	Reg18/725/32	<b>Type:</b>	Object			
<p>This site is not considered to be a sustainable location. A total of four separate sites were considered within Ansty with this being the only one accepted. The only difference between this and the other sites was that this scored slightly higher in the SA due to it being PDL. Whilst this is correct it is not considered that the PDL nature of this site makes it appropriate for allocation within the Sites DPD.</p>						

<b>687</b>	<b>Ms K Lamb</b>	<b>Organisation:</b>	DMH Stallard	<b>Behalf Of:</b>	Copperwood Developments	<b>Developer</b>
<b>Reference:</b>	Reg18/687/4	<b>Type:</b>	Neutral			
<p>Loss of employment - Policy DP1 of the District Plan seeks the protection of existing employment land and premises, unless it has been demonstrated that there is no reasonable prospect of its continued use or that the loss of the use is outweighed by the benefits of the alternative use. The land at Ansty Cross Garage is very much in active employment use (it is a main Suzuki dealership), there appears to be no evidence that it is not viable for ongoing car sales or an alternative employment use. The SA DPD also seeks to identify adequate land to meet employment needs and includes the protection of a number of employment sites, it is therefore questioned why the SA DPD also seeks to allocate much needed employment land for housing.</p>						

## General Policies

<b>Policy: SA34 – Existing Employment Sites</b>			
<b>Number of Comments Received</b>			
<b>Total:</b> 11	<b>Support:</b> 2	<b>Object:</b> 6	<b>Neutral:</b> 3
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Object to the inclusion of Old Court House, East Grinstead – it is not in B1/B2/B8 use (Site Promoter &amp; East Grinstead Town Council)</li> <li>• Protection of existing employment sites is supported in principle (Wealdent District Council)</li> <li>• Query why Philpots Quarry, West Hoathly, is not included within this list (West Hoathly Parish Council)</li> <li>• Amend final criterion to include reference to conforming with other plan policies (CPRE)</li> <li>• Remove/amend Barns Court and First Farm as this is not solely in commercial use (Site promoter)</li> <li>• Remove Benfell (Hurstpierpoint) as the site is promoted for residential use</li> <li>• Remove Ivy Dene Industrial Estate (East Grinstead) as the viability of continued use on this site is uncertain, and employment needs can be met without requiring this site (Site promoter)</li> <li>• Amend site boundaries (Site promoters - various)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• None</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Investigate objections relating to sites not in B1/B2/B8 uses and remove where appropriate</li> <li>• Include additional sites where they meet the use clas (B1/B2/B8) criteria</li> <li>• Review proposed boundary changes and amend where necessary</li> <li>• Review proposed wording changes and amend policy wording where appropriate.</li> <li>• Amend paragraph 3.16 in consultation with West Sussex County Council</li> </ul>			

**782** **Mr A Heys** **Organisation:** Raven Housing Trust **Behalf Of:** Adj East Court Police Court EG **Promoter**

**Reference:** Reg18/782/2 **Type:** Object

Raven Housing Trust objects to the inclusion of the Old Court House, Blackwell Hollow, East Grinstead (SHELAA 952) in Policy SA34 (Existing Employment Sites).

**693** **Mrs S Holloway** **Organisation:** Vail Williams **Behalf Of:** Turvey Corporation - Silverwood Copthorne **Promoter**

**Reference:** Reg18/693/1 **Type:** Support

Promoter support Employment site Silverwood Copthorne #267

Site context and policy background

Silverwood currently contains B1/B2 uses and therefore has been identified by the Council as an existing employment site. Therefore, in accordance with Policy DP1 (Sustainable Economic Development) of the Mid Sussex District Plan 2014-2031 (Adopted March 2018) intensification, conversion, redevelopment and/or extensions for employment use are permitted on this site, where deemed appropriate and in accordance with other Plan policies.

In addition, the draft Site Allocation DPD (Reg 18) document allocates our site as existing employment land in Appendix D. This protects the site's use for employment land under Policy SA34 (Existing Employment Site) of the draft Site Allocation DPD (Reg 18). We understand that this supports the development on this site in accordance with policy DP1 of the MSDP (2018) and policy SA34 of the draft DPD (2019).

Therefore, development on this site is accepted in principle and given that the site currently operates as employment use, we accept its allocation as an existing employment site.

**710** **Ms J Coneybeer** **Organisation:** Natural England **Behalf Of:** **Statutory Consultee**

**Reference:** Reg18/710/28 **Type:** Neutral

Natural England has no specific comments to make on strategic policies SA34 – SA37.

**595** **Ms M Briginshaw** **Organisation:** Wealden District Council **Behalf Of:** **Local Authority**

**Reference:** Reg18/595/12 **Type:** Support

As discussed under policy SA1 (Sustainable Economic Development) above, the Council recognises that Mid Sussex District does provide employment opportunities for residents living within Wealden District and that the protection and intensification of existing employment sites is therefore supported in principle.

<b>666</b>	<b>Mrs J Holden</b>	<b>Organisation:</b> East Grinstead Town Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/666/17	<b>Type:</b> Object		
<p>SA34 refers to the protection of Existing Employment Sites, and page 120 includes the Old Court House site on East Court, owned by the Town Council. While it is the case that the Town Council submitted the site as a potential employment development site, the District Council have determined not to further that submission at this time. It therefore cannot be included in Appendix D as an “Existing” employment site as it is not. It is currently registered for community use with permission for 2 playschools to operate in the building, should they not be in occupation it may well be all community groups therefore we cannot be constrained by a loss of employment space restriction. The Town Council therefore object to the inclusion of this site in “protected as existing employment” use.</p>				

<b>286</b>	<b>Ms H Schofield</b>	<b>Organisation:</b> West Hoathly Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b>	Reg18/286/3	<b>Type:</b> Neutral		
<p>Local employment sites. It is understood that the employment sites include B1, B2 or B8 classes. The Parish Council therefore assume this is why the Philpots Quarry is not included whilst Ibstock Brickworks and Hangdown Mead Business Park are. A recent Lawful Development Certificate planning application from the Highbrook Sawmills for a mobile caravan citing B2/B8 use would suggest this should also be included.</p>				

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	Organisation
<b>Reference:</b>	Reg18/689/32	<b>Type:</b> Object		
<p>Please amend the last bullet</p> <ul style="list-style-type: none"> <li>• “Where the impacts of expansion is assessed in-combination with the existing site, and the overall impact of existing plus expansion represents sustainable development, conforms to other Plan policies and is considered acceptable”.</li> </ul>				

785	Mr A Aramfar	Organisation: Archerfield Homes	Behalf Of:		Developer
Reference:	Reg18/785/2	Type:	Object		

This representation only relates to the northern parcel of land identified as Firs Farm which our client has an interest in.

Our representations make the case that the existing site at Firs Farm should not be considered as an employment site given it contains predominantly residential uses. As such, we strongly consider that the draft Existing Employment Site Allocation is inappropriate and not sound with the guidance in the national Planning Policy Framework (NPPF).

The site to the south of Firs Farm (but also within the northern allocation) is not part of the Firs Farm curtilage. We understand that these buildings are occupied by David Moore Engineering.

The site at Firs Farm comprises of brown field land, currently in residential use with ancillary uses as described in Section 3. Whilst there are some commercial elements on the site, these are not considered meaningful employment uses that would be would support the draft Existing Employment Allocation, such as currently being proposed.

The current uses on the site are confirmed in a 2019 Officer’s Delegated Planning Report (Ref:DM/18/4626) “as containing a series of buildings of no architectural merit, including the existing Firs Farm residence and associated other ancillary structures and some small commercial units. The western side is made up on an open paddock.” The existing uses on this site are supported Council Tax records (as previously mentioned) and by VOA records which record only a single commercial unit on Firs Farm.

This unit is identified as ‘store and premises’ comprising of 66.4m2. A second record refers to a workshop at Dukes Business Park. This unit comprises 88m2. There are four further records for three small stores and one workshop, each comprising 23m2. It is evident that the existing site comprises very limited employment uses and are of such a scale and quality that would certainly not warrant the level of protection being proposed by the draft allocation.

The site’s planning history, as recorded by the Mid-Sussex District Council statutory planning register provides an extensive planning history for the site. There have been five applications for residential development on the site at Firs Farm (including the paddock land to the west). It is important to note that during the assessment of these applications, at no point has the LPA recognised any meaningful commercial element on the site. Given the relatively limited employment uses on the site, it is considered that the proposed employment allocation on Firs Farm would not necessary or appropriate.

Notwithstanding the fundamental fact that the draft site allocation does not accord with national planning policy, it is considered that any meaningful existing employment uses would benefit from appropriate protection through existing employment planning policy.

Whilst the site comprises a small element of commercial use, (approximately 150m2), residential uses form the primary uses on the site. The existing residential uses would be entirely inconsistent with the draft employment allocation as currently proposed. We therefore consider that there is no requirement for an employment allocation on this site and that the northern parcel of land proposed as ‘existing employment should be deleted’.

Draft Policy SA34 seeks is formed by two parts.

The first part seeks blanket protection of all existing allocated employment sites within the district.

We consider that this level of protection is wholly unsuitable and provides very limited scope for any form of future development flexibility. The policy states that “Proposals on Existing Employment Sites that would involve the loss of employment land or premises will only be supported where it can be clearly demonstrated by the applicant that the site/premises is no longer needed and/or viable for employment use.” The policy goes on to consider redevelopment of employment sites, stating that proposals for redevelopment for alternative uses may be supported with the exception of residential use.

Again, this wording is unnecessarily onerous and limits development flexibility. The second part of the policy relates to the expansion of employment areas. It is considered that the part of the policy is would severely limit scope for any expansion of allocated sites. Sites located outside of built-up areas would experience significant development limitations with respect to expansion especially where such sites located within a Countryside Area of Development Restraint.

This Statement has provided evidence to support the removal of the draft Existing Employment Site Allocation - Existing Employment Site Designation, identified as Barns Court and Firs Farm, Turners Hill Road, Copthorne (SHELAA: 914). The evidence presented with regard to the uses on the existing site demonstrate that the site at Firs Lane is currently in residential use and comprises

only a small element of commercial uses, therefore the proposed allocation is inappropriate.

The Site has been subject of an several planning applications for residential development. At no point had the employment uses been identified by officers as a significant use on the site.

652	Mr T Rodway	Organisation:	Rodway Planning consultancy	Behalf Of:	Benfell Limited	Developer
Reference:	Reg18/652/4	Type:	Object			

When Benfell started it was in a very rural location, but now there is a large housing estate to the east, and the site has houses on three sides with 6 new houses within 50 feet having been built in the last 2 years. Over the passage of time, the continued use of the site for employment purposes must be viewed as less desirable in amenity terms, and also in economic terms given the comments of the landowners as set out above.

Therefore, we object to the Council’s non-allocation of this site for residential development purposes, and we also strongly disagree with the Council’s identification of the site as an existing employment site that will be afforded protection via draft DPD Policy SA34 (Appendix D refers).

We therefore contend that the site should be reassessed in the context that its continued use for employment purposes is undesirable in amenity terms, and unviable in commercial terms. The site comprises previously developed land in what must be accepted as a sustainable location (given recent housing approvals nearby). The site is free from technical planning constraint, and the Council’s own site assessment findings confirm the sites suitability for residential development purposes. On this basis, we encourage the Council to undertake further detailed site assessment.

789	Mr T North	Organisation: Tim North Associates	Behalf Of: Dukesfield Properties	Developer
Reference:	Reg18/789/2	Type: Object		

The retention of the Ivy Dene Industrial Estate as an existing employment site in the emerging Site Allocations DPD will not meet the objective of encouraging high quality development of land and premises to meet the needs of 21st century businesses, neither will it ensure effective use of employment land takes place.

On the contrary, the existing buildings date from the 1920s when the site was used as a Class B2 laundry, being old and outdated, of poor construction and failing to meet today’s energy needs. The uses taking place in the principal building are not all locally based, with their workforce having to travel by car to reach the premises, and hence the site is not directed entirely to meeting local residents’ employment needs. Access is poor, being served by a single track, with inadequate parking and manoeuvring space. Preliminary indications reveal that the costs involved in ensuring these buildings are improved and refurbished to current building regulations standards are likely to be prohibitive, to the extent that existing tenants could not be retained at current rental levels.

Indeed, the Northern West Sussex Economic Growth Assessment Report 2014 prepared by Nathaniel Lichfield and Partners on behalf of your Council as part of the evidence base to the adopted Mid Sussex District Plan 2014-2031 reveals that the Ivy Dene Laundry site is described in unfavourable terms compared with other employment land sites in the consultants’ assessment. In this regard, it is worth noting what was stated in para 6.88 of the main report concerning the site the subject of SHELAA 182

This is aside from the fact that the location of the site, devoid of any proper road frontage, with a poor single carriageway access to Ivy Dene Lane, as well as the need to negotiate a steep incline onto the A22 London Road, are such that no prudent developer or investor is unlikely to engage in the costs of speculatively redeveloping this site. The prospects of attracting a suitable tenant(s) willing to pay a market rent(s), or else wishing to purchase the property through an outright sale, is fraught with uncertainty.

The additional employment land allocations in the emerging Site Allocations DPD are to be provided in three broad locations, namely at i) Bolney Grange; ii) around the A2300 Burgess Hill; and iii) other locations throughout the district. Four sites located around Bolney Grange amount in total to 7ha, with the remaining 10.46ha of residual employment land being derived from other locations throughout the District. The SHELAA Site 949 on land lying to north of the A2300 is the favoured location for a Science and Technology Park. In effect, the majority of the residual employment requirement through to 2031 is already being promoted in other locations throughout the District, and which of itself meets the lower end of the requirement figure through to 2031.

In short, in the event that the Ivy Dene Industrial estate is removed from the list of existing employment sites in Appendix D of the emerging Site Allocations DPD, as now suggested, there would be no likely adverse impact on future employment land provision. This is in spite of the fact that no Sustainability Appraisal has been carried out as part of any reasonable alternative to assess whether existing employment sites can, or should be considered for alternative uses.

It is contended that unnecessary confusion and potential conflict will arise in the interpretation of employment policy in an adjudication on applications, in the event that Policy DP1 of the adopted Mid Sussex District Plan 2014-2031 and Policy SA34 of the emerging Site Allocations DPD remain as currently worded.

A different emphasis is placed on these two policies, having the propensity to give rise to differing interpretations of employment policy. The adopted District Plan policy states that the effective use of employment land and premises will be made by “protecting allocated and existing employment land and premises (including tourism) unless it can be demonstrated that there is no reasonable prospect of its use or continued use for employment, or it can be demonstrated that the loss of employment provision is outweighed by the benefits or relative need for the proposed alternative use.”

This should be contrasted with the contents of the first paragraph of emerging Policy SA34, viz: “Proposals on Existing Employment Sites that would involve the loss of employment land or premises will only be supported where it can be clearly demonstrated by the applicant that the site/premises is no longer needed and/or viable for employment use.”

Furthermore, emerging Policy SA34 states under the title “Protection Intensification and Redevelopment” that proposals for intensification within the boundary of Existing Employment Sites will be supported provided it is in accordance with other development plan and national policies. However, in considering the expansion on a site outside a built up areas, support is “only” to be forthcoming if the proposal meets the three conditions set out in the three bullet points of the same policy. In this way, a positive approach to intensification of Existing Employment Sites, is met

with a negative stance to expansion, where the site is outside the built up area and will only be supported subject to three criteria being met.

It is the opinion of my clients that Policy SA34, is likely do little more than maintain the status quo, preventing employment land from being used in a way which would be commensurate with “encouraging high quality development of land and premises to meet the needs of 21st century businesses” as required by Policy DP1.



<b>Policy: SA35 – Safeguarding of Land for Strategic Highway Improvements</b>			
<b>Number of Comments Received</b>			
<b>Total: 12</b>	<b>Support: 3</b>	<b>Object: 4</b>	<b>Neutral: 5</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Support the policy in order to set a framework for future housing/employment needs – accords with NPPF (DMH Stallard – promoter of SA20 Imberhorne Farm)</li> <li>• Support the safeguarding of land for the A23/A2300 as this is included within the Growth Deal (West Sussex County Council)</li> <li>• Support delivery of the schemes to improve strategic highways which serve the airport such as the A23, A264 and A22. Improvements to the A23 Junction at Hickstead could assist in improving the flow of traffic on this key transport artery to the M23 and to Brighton. (Gatwick Airport Limited)</li> <li>• Concern that the policy is general in nature and that specific areas of land will need to be identified. Although this will be kept to a minimum, this should be reflected in the policy wording. Include reference to Biodiversity net gain (Sussex Wildlife Trust).</li> <li>• The A22/A264 is already congested in peak hours, there is a need for Tandridge District Council, Surrey County Council, MSDC and West Sussex County Council to continue to work together to bring forward A22 upgrades. The DPD should acknowledge the possibility that improvements may not be deliverable at the Felbridge junction, amend para 3.16 to acknowledge that alternative strategy approaches may need to be introduced (West Sussex County Council)</li> <li>• Junction of A272/London Road should be safeguarded to enable delivery of SA6: Marylands Nursery (Bolney Parish Council)</li> <li>• Policy should include the safeguarding of Dukes Head Roundabout and junctions of, and between, Vicarage Road and Grange Road with the Turners Hill Road (Worth Parish Council)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• The assessment criteria for predicting the financial gain that is used in identifying the need to provide Safeguarding of Land for Strategic Highway Improvements needs explaining</li> <li>• Existing congestion on A22 and A264 needs addressing</li> <li>• Many of the proposed individual development schemes indicate only sketchy proposals for dealing with the increase in traffic which will (and has been) generated by continuing development in East Grinstead.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• Safeguarding areas to be kept under review as forthcoming evidence (particularly related to the A22/A264) emerges</li> <li>• More specific site-specific Transport Assessments to be carried out</li> <li>• Jointly commission additional evidence with West Sussex County Council /Surrey/Tandridge to explore highways improvements related to the A22/A264</li> <li>• Cross boundary working will continue with all affected authorities.</li> <li>• Potential for including additional safeguarded areas will need to be supported by the Transport Study, impacts arising and any proposed mitigation</li> </ul>			

<b>738</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Welbeck - Imberhorne	<b>Promoter</b>
<b>Reference:</b> Reg18/738/5		<b>Type:</b> Support		

Policy 35 – Safeguarding of Land for and Delivery of Strategic Highway Improvements

Welbeck support Policy 35 which seeks to safeguard land for, and deliver, strategic highway improvements, and commends MSDC for identifying and seeking to deliver improvements to existing infrastructure, such as local road networks. MSDC have undertaken an sustainability appraisal of the policy and delivery of these improvements, which unsurprisingly gives rise to overwhelming positive outcomes.

Plan making should look to the future and set a framework not only for addressing housing and economic needs, but also social, environmental and infrastructure priorities (paragraphs 15 and 20 of the NPPF). Policy 35 seeks to identify improvements to the A22 Corridor at the Felbridge, Imberhorne Lane and Lingfield junctions; development in and around East Grinstead will be expected to make contributions towards these strategic highways improvements for the overall betterment of the traffic movement through the Town. Paragraph 22 of the NPPF requires that strategic policies look to a minimum period of 15 years from adoption, to anticipate and respond to long-term requirements, including infrastructure, policy 35 wholly accords with this principle.

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/710/29		<b>Type:</b> Neutral		

Natural England has no specific comments to make on strategic policies SA34 – SA37.

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/748/37		<b>Type:</b> Object		

SWT is concerned that this policy is very general in its nature as it is clear that land still needs to be identified that will be protected by it. We appreciate that section 3.17 of the consultation does state safeguarded land will be kept to a minimum, but we do not feel that this is perhaps reflected in the policy wording adequately.

We note that the policy refers to how new development in the area of safeguarding should be carefully designed. Given that the NPPF encourages a net gain to biodiversity through development, we would expect the policy wording to reflect that biodiversity gains are design carefully into the development to ensure they are not compromised by future schemes. We therefore propose the following amendments to the policy wording:

‘New Development in these areas should be carefully designed having regard to matters such as building layout , noise insulation, landscaping , the historic environment, biodiversity net gains and means of access.’

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:	Reg18/792/19	Type:	Neutral			
SA35: Safeguarding of Land for the Delivery of Strategic Highway Improvements: The Growth Deal includes the current programme for the widening of the A2300 link to the A23 and the proposals contained within the MSDC Site Allocations DPD Reg 18 Consultation Draft for the safeguarding of land at the A23 / A2300 Hickstead Junction for future strategic network improvements should be supported.						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:	Reg18/792/16	Type:	Support			
Policies SA35, SA36 and SA37: In relation to policies SA35, SA36 and SA37, are generally supported, insofar as they relate to the Mid Sussex Growth Deal, an identified a set of shared priorities between Mid Sussex District Council, West Sussex County Council and Strategic Partners for the promotion and delivery of economic growth in Burgess Hill. The following comments are made in that light.						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:	Reg18/792/6	Type:	Neutral			
A22/A264 Felbridge junction The A22/A264 Felbridge junction is already congested during peak hours. The Mid Sussex Transport Study indicates that although the DPD site allocations do not result in a severe impact, this is because the junction is already over-capacity in the reference case. There is a need for TDC, SCC, MSDC and WSCC to continue to work together to bring forward A22 upgrades to mitigate the cumulative impacts of development in Mid Sussex and Tandridge. There is currently no scheme identified to improve the Felbridge junction that achieves all objectives and that all parties consider to be deliverable. Therefore, in the absence of evidence to the contrary, the County Council consider that the Site Allocations DPD should also acknowledge the possibility that improvements may not be deliverable at the Felbridge junction. If improvements are not deliverable, the Mid Sussex Transport Study indicates that the likely impacts of development are increasing delays and/or traffic re-routing via less suitable routes which may require mitigation measures such as traffic calming. Therefore, the County Council request that para 3.16 is amended to acknowledge that if highway improvements are not deliverable, then alternative transport strategy approaches, such as demand management or a major scheme, may need to be introduced to address pre-existing congestion and mitigate the cumulative impacts of development on the highway network.						

784	Mrs D Thomas	Organisation:	Bolney Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/784/3	Type:	Object			
This does not identify the land at the junction of the A272/London Road by employment site SA6 to be safeguarded for junction improvements. Bolney Parish Council would like to see this included.						

625	Mrs J Nagy	Organisation:	Worth Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/625/4	Type:	Neutral			
<p>The Parish Council notes that the Selected Sites include two sites together yielding 750 new homes in the protected gap between East Grinstead and Crawley Down. The Council believes that these developments would have a significant negative impact on the countryside and that the traffic generated will impact on the A264 and the local road network through Crawley Down.</p> <p>The Council requests that the proposed actions addressing the safeguarding of Land for Strategic Highway Improvements (SA35) should be extended to include the Dukes [lead roundabout and the Junctions of, and between, Vicarage Road and Grange Road with the Turners Hill Road.</p>						
914	Ms R Burns	Organisation:	Gatwick Airport Limited	Behalf Of:		Organisation
Reference:	Reg18/914/2	Type:	Object			
<p>GAL supports the delivery of schemes to improve the strategic highways (Policy SA35) which also serve the airport such as the those proposed for the A23, A264 and A22. GAL considers that improvements to the A23 Junction at Hickstead could assist in improving the flow of traffic on this key transport artery to the M23 and to Brighton. GAL supports proposed improvements to the strategic road network as allocated in the Stes DPD and would like to be kept informed of the proposed schemes when further detailed designs become available. It is imperative that the construction of such schemes do not cause significant disruption on the key road networks utilised by those travelling to/from the airport.</p>						
638	Mr G Elvey	Organisation:	West Sussex Access Forum	Behalf Of:		Organisation
Reference:	Reg18/638/1	Type:	Support			
<p>The Forum welcomes (page 88, para 3.11) the draft documents support for the West Sussex Transport Plan, and its statement that all new developments should contribute to “improving the public rights of way network in accordance with the Rights of Way Improvement Plan (RoWIP).”</p> <p>However, we would point out that following a statutory 10 year review of the RoWIP, the County Council published the West Sussex Rights of Way Management Plan 2018-2028 in April 2018. This document fulfils the requirements of the Countryside Rights of Way Act 2000 to produce and publish a RoWIP.</p>						
1005	Mr L Beirne	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1005/2	Type:	Neutral			
<p>P5: Development Policies: In particular SA35 – the assessment criteria for predicting the financial gain that is used in identifying the need to provide Safeguarding of Land for Strategic Highway Improvements needs explaining – e.g., what is the method of assessing the adverse financial impact on a community, should no highway improvements are put in place: a ‘chicken and egg’ scenario w.r.t. put the houses in first and wait to see what happens re. the impasse created by traffic congestion all-be-it by electric vehicles</p>						

584	Mr R Whalley	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/584/1	Type:	Object
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1. Many of the proposed individual development schemes indicate only sketchy proposals for dealing with the increase in traffic which will (and has been) generated by continuing development in East Grinstead. As long ago as 2006 a Strategic Development Plan for East Grinstead proposed Relief Road schemes for the town as traffic on the main A22 and A264 was seen as potentially causing unacceptable congestion. This is clearly evident today with serious congestion on the A22 and A264 north of East Grinstead not just at peak periods but throughout the day. Before any developments can be considered, proper transport modelling of current and planned developments should be undertaken to determine effective solutions to the traffic problems.

2. The site allocations seem to have been considered in isolation in the Plan without stepping back and looking in detail at the aggregate of both these proposals and the other piecemeal developments which have been approved over the last 10 years or so since the Relief Road was last considered.

3. Once effective ameliorating transport measures have been designed and approved, developers proposing schemes which add significantly to the traffic flow should be asked to contribute to the cost of the traffic measures.

4. For SA 20, not only will the housing generate additional traffic onto Imberhorne Lane but the building of an additional primary school and the relocation of the Imberhorne Junior School from Windmill Lane to the Imberhorne Lane site will add even more traffic at peak hours. No mention has been made of mitigation measures for such an eventuality.

5. The freeing up of the Windmill Lane school site will inevitably lead to more pressure for housing on that site adding further stress to the congested traffic on the A22 and the A264.

6. Comparing the relative current populations and provisions of infrastructure it seems somewhat out of proportion to propose a potential allocation for East Grinstead of 772 houses compared with only 25 for Haywards Heath!

7. Of most significance is the apparent current oversupply of low cost apartments in East Grinstead. Many empty office blocks have been converted to apartments, there is a large central development with apartments nearing completion and there is no evidence that there is a demand for any more housing in the locality. Indeed, there are many sheltered homes for the elderly which have remained empty for months and the occupation uptake for the new central development is weak. The loss of local employment generators by the closing of many office blocks has contributed to a reduced demand for housing. Rather than simply look for opportunities to provide a supply of housing at opportunistic developer owned sites, more work should be carried out locally and nationally to determine real housing requirements on a local demand-led basis.

<b>Policy: SA36 – Wivelsfield Railway Station</b>			
<b>Number of Comments Received</b>			
<b>Total: 6</b>	<b>Support: 2</b>	<b>Object: 2</b>	<b>Neutral: 2</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>• Support the integrated use of sustainable transport however disappointing that an area allocated as Local Green Space in the Burgess Hill Neighbourhood Plan will be developed (Sussex Wildlife Trust)</li> <li>• The Growth Deal includes the Burgess Hill Place and Connectivity Programme, a coordinated investment in public realm improvements and sustainable transport infrastructure that are integral to unlock planned growth at Burgess Hill. It is supported (West Sussex County Council)</li> <li>• Support the proposals to expand and upgrade Wivesfield Railway Station (Policy SA 36) as it would complement the Airport Access Strategy which aims at improving sustainable transport access routes and options for travel to the airport. As GAL is the largest employer in the south east, it is likely that this route will be utilised by current and potential employees therefore increasing the modal transport share and the possible alternatives to the use of private cars for travel to the airport. (Gatwick Airport Limited)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>• Any expansion must take into account the nearby junction of Valebridge Road and Janes Lane to avoid further traffic congestion in the Worlds End area and beyond. Transport Assessment to be carried out.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>• The NPPF allows for an LGS designation to be subsequently allocated for a different purpose in a subsequent Development Plan Document if this is evidenced and justified. Carry out additional evidence to support justification for development in LGS.</li> </ul>			

**710** **Ms J Coneybeer** **Organisation:** Natural England**Behalf Of:****Statutory Consultee****Reference:** Reg18/710/30 **Type:** Neutral

Natural England has no specific comments to make on strategic policies SA34 – SA37.

**748** **Ms J Price** **Organisation:** Sussex Wildlife Trust**Behalf Of:****Statutory Consultee****Reference:** Reg18/748/38 **Type:** Object

While we support the integrated use of sustainable transport it is disappointing to see another area allocated as Local Green Space within a made Neighbourhood Plan being developed. As stated in our comments for policy SA15, the suitability of the LGS designation was assessed by a Planning Inspector and found sound. It should therefore be preserved through the DPD.

SWT is particularly concerned as the Burgess Hill Neighbourhood Plan states that this Local Green Space is:

‘Land immediately west of Wivelsfield Station, north and south of Leylands Road: The land parcel is rich in birdlife and reflective of the historic field pattern. The Land is an important open space that is particularly well used by dog walkers.’

Whilst it appears in Appendix E that not all of the LGS has been allocated for the upgrading of the station, we are not clear of the biodiversity value of the area that has been allocated. If MSDC are minded to retain the policy, SWT would like to see consideration of the compensation required for the loss of the LGS and in particular the rest of the LGS managed/enhanced in a way that benefits the assets lost.

**792** **Mrs T Flitcroft** **Organisation:** West Sussex County Council**Behalf Of:****Local Authority****Reference:** Reg18/792/20 **Type:** Neutral

SA36: Wivelsfield Railway Station: The Growth Deal includes the Burgess Hill Place and Connectivity Programme, a coordinated investment in public realm improvements and sustainable transport infrastructure that are integral to unlock planned growth at Burgess Hill. The Place and Connectivity Programme includes proposals to improve public realm and accessibility to Burgess Hill and Wivelsfield Railway Stations, therefore the proposals contained within the MSDC Site Allocations DPD Reg 18 Consultation Draft for the safeguarding of land at the Wivelsfield Station for the delivery of a package of improvements to expand and upgrade Wivelsfield Railway Station should be supported.

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/17	<b>Type:</b>	Support	

Policies SA35, SA36 and SA37: In relation to policies SA35, SA36 and SA37, are generally supported, insofar as they relate to the Mid Sussex Growth Deal, an identified a set of shared priorities between Mid Sussex District Council, West Sussex County Council and Strategic Partners for the promotion and delivery of economic growth in Burgess Hill. The following comments are made in that light.

<b>914</b>	<b>Ms R Burns</b>	<b>Organisation:</b> Gatwick Airport Limited	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/914/1	<b>Type:</b>	Support	

GAL support the proposals to expand and upgrade Wivesfield Railway Station (Policy SA 36) and we believe that this would complement the Airport Access Strategy which aims at improving sustainable transport access routes and options for travel to the airport. We believe that not only visitors using the airport would benefit from the proposed improvements at Wivesfield Rail Station but as GAL is the largest employer in the south east, it is likely that this route will be utilised by current and potential employees therefore increasing the modal transport share and the possible alternatives to the use of private cars for travel to the airport.

Whilst we recognise the need for effective highway infrastructure, our preferred mode of transport for passengers and staff is through sustainable means, hence our preference for travel to the airport would be through rail or bus services. GAL support the measures to promote sustainable travel, including better access to rail stations on the Brighton Main Line which serves the airport. Improvements at Wivesfield Station would benefit those residents of Mid Sussex working at Gatwick and positively promote the use of public transport to connect to the airport from the Mid Sussex District.

<b>1002</b>	<b>Ms J Slater</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b>	Reg18/1002/2	<b>Type:</b>	Object	

SA36 Delivery of expansion and upgrade of Wivelsfield railway station on Leylands Road in Burgess Hill. Any expansion must take into account the nearby junction of Valebridge Road and Janes Lane to avoid further traffic congestion in the Worlds End area and beyond.

Changes are made to sites off Leylands Road without any change to the road infrastructure at Worlds End.

The Leylands Road to London Road route linking Haywards Heath/Ditchling with Burgess Hill and beyond is already compromised by adjoining busy junctions and the new Lidl store. It is also increasingly difficult to turn onto Leylands Road from Mill Lane as a result of changes to sites off Leylands Road, and a challenge to exit the new Lidl car park.



<b>Policy: SA37 – Burgess Hill / Haywards Heath Multifunctional Network</b>			
<b>Number of Comments Received</b>			
<b>Total: 81</b>	<b>Support: 6</b>	<b>Object: 71</b>	<b>Neutral: 4</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>Concerned at the level of uncertainty from this policy. We would welcome acknowledgement that multifunctional networks would have the benefits to deliver benefits to biodiversity. The creation of a network could aid or hinder connection and function in the natural environment. (Sussex Wildlife Trust)</li> <li>Agree in principles to support provision of more sustainable transport opportunities in the area. Wish to work with Mid Sussex on the appropriate implementation of this policy – the policy should reference cross boundary working (East Sussex County Council).</li> <li>Lewes District Council support the principle of the safeguarded routes, the principle is consistent with the District Council's own adopted objectives to reduce the causes of climate change and promote alternative modes (Lewes District Council)</li> <li>Supported insofar as they relate to the Mid Sussex Growth Deal - The Growth Deal includes the Burgess Hill Place and Connectivity Programme. The Place and Connectivity Programme includes proposals to deliver a comprehensive pedestrian / cycle link between Burgess Hill and Haywards Heath (West Sussex County Council)</li> <li>Wivelsfield Parish Council supports the objections cited by the Theobalds Road Residents' Association (Wivelsfield Parish Council)</li> <li>Welcome the inclusion of this policy and policy wording (British Horse Society)</li> <li>Need for non-vehicular links between Burgess Hill and Haywards Heath has long been obvious and should be extended south to Hassocks. (CPRE)</li> <li>Theobalds Road is a private road and bridleway which is unsuitable for a Mid Sussex cycle highway. Pedestrians and equestrians will have to give way to cyclists (Mid Sussex Area Bridleways Group)</li> <li>Theobalds Road is a public ancient bridleway with priorities for pedestrians, metalled as an equestrian pathway. It is a private road. The route will be a commuter route, pavements on Valebridge Road will be too narrow. The route would need to conform with design requirements. How would the route be managed and maintained during construction and onwards? (Theobalds Road Residents' Association)</li> <li>In order to be deliverable and comply with design requirements, it is implied that Compulsory Purchase Orders would need to be used to purchase the road from residents and adjoining farmers. (Theobalds Road Residents' Association)</li> <li>Strongly support the route and MSDC's strong commitment to delivering the scheme (West Sussex Access Forum)</li> <li>Should be a cycle path connecting the Northern Arc to Wivelsfield Station, and Wivelsfield Station / Worlds End to the Town Centre (Worlds End Association)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>Object to the use of Compulsory Purchase Orders (CPOs) - would lead to the loss of private land (frontage of properties, front gardens) and possible blight</li> <li>Many established trees, hedges, verges, biodiversity on this route, their loss would impact on the historic character of the area</li> </ul>			

- Residents had not been made formally aware of the proposals, particularly as CPOs are required. Lack of public consultation.
- No objection to cycle path as long as it is within the existing highway boundary
- Disagree with the route chosen, particularly the eastern route
- Would make access from/to Foxhole Close dangerous
- There are few benefits as the route does not connect to any established cycleways
- Cyclists would be able to use the roads safely if speed limits were reduced
- No consideration of the safety of cyclists, pedestrians and equestrians
- No evidence of need from cyclists for this route

#### **Actions to Address Objections**

- The safeguarded areas shown in the map accompanying SA37 are indicative and a number of options are being investigated. The final route option is still to be determined; detailed designed work will be carried out to inform this.
- Detailed design work will be carried out to determine the exact specification of the proposed routes.
- Consultation was carried out in accordance with the District Council's adopted Statement of Community Involvement (SCI) – including publicising through social media, libraries & help points, press release and email alert to subscribers and statutory consultees. The provision of exhibitions and displays goes beyond this requirement.
- The Council does not consider the use of Compulsory Purchase of private property appropriate to facilitate any route. Policy wording will be amended in the next draft of the Sites DPD to make this clear.

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/710/31	<b>Type:</b> Neutral		
Natural England has no specific comments to make on strategic policies SA34 – SA37.				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b>	Reg18/748/39	<b>Type:</b> Object		
<p>Whilst we support measures to embed multifunctional networks in delivering non-motorised sustainable transport options, we are concerned at the level of uncertainty from this policy. We appreciate this is at an early scoping phase but we would welcome acknowledgement that multifunctional networks also have the ability to deliver benefits for biodiversity. The creation of a network could aid or hinder connection and function in the natural environment, therefore the policy should be clear in its intention.</p> <p>In particular, we are unclear how this route has been selected and what ecological information has been considered. Any impacts on biodiversity should be avoided through good design and particular consideration should be given to the value of sensitive linear habitats such as hedgerows. Lighting and increased recreational use both have the potential to harm biodiversity and must be considered at an early stage.</p> <p>In would not be appropriate to safeguard a route that has not yet been assessed in terms of potential biodiversity impacts. Further evidence should be provided before any policy is adopted.</p>				

<b>603</b>	<b>Mr E Sheath</b>	<b>Organisation:</b> East Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/603/2	<b>Type:</b> Support		
<p>Policy SA37: Burgess Hill/Haywards Heath Multifunctional Network</p> <p>We agree in principle to a Burgess Hill to Haywards Heath Multifunctional Network to support the provision of more sustainable transport opportunities in the area.</p> <p>We wish to work with Mid Sussex on the appropriate implementation of this policy. The policy should therefore acknowledge that it is potentially a cross boundary issue and that Mid Sussex will need to work with both East Sussex County Council and Lewes District Council on the various delivery options for the scheme.</p> <p>We acknowledge that Mid Sussex officers have arranged a meeting with us and hope that these issues can be resolved prior to Regulation 19 publication. In turn, we hope that we are in a position to agree with yourselves a Statement of Common Ground on relevant crossboundary matters.</p>				

<b>716</b>	<b>Mr R King</b>	<b>Organisation:</b> Lewes and Eastbourne BC	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/716/4	<b>Type:</b>	Support	
<p>In relation to Policy SA37, Lewes District Council supports the principle of safeguarding routes for potential cycleways between Burgess Hill and Haywards Heath in order to assist the delivery of more sustainable transport opportunities. This principle is consistent with the District Council's own adopted objectives to reduce the causes of climate change and to promote alternative and sustainable modes of transport to the private car, including the provision of facilities to enable safe cycling.</p> <p>We note that two of the potential routes are partially within Lewes District and that delivering the Haywards Heath/Burgess Hill multifunctional network will therefore be a cross boundary issue that needs to be addressed. We also recognise that the successful implementation of these routes may prove challenging and look forward to working with Mid Sussex District Council, East Sussex County Council and Wivelsfield Parish Council on the possible delivery options for these proposed schemes.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/18	<b>Type:</b>	Support	
<p>Policies SA35, SA36 and SA37: In relation to policies SA35, SA36 and SA37, are generally supported, insofar as they relate to the Mid Sussex Growth Deal, an identified a set of shared priorities between Mid Sussex District Council, West Sussex County Council and Strategic Partners for the promotion and delivery of economic growth in Burgess Hill. The following comments are made in that light.</p>				

<b>792</b>	<b>Mrs T Flitcroft</b>	<b>Organisation:</b> West Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b>	Reg18/792/21	<b>Type:</b>	Neutral	
<p>SA37: Burgess Hill / Haywards Heath Multifunctional Network: The Growth Deal includes the Burgess Hill Place and Connectivity Programme, a coordinated investment in public realm improvements and sustainable transport infrastructure that are integral to unlock planned growth at Burgess Hill. The Place and Connectivity Programme includes proposals to deliver a comprehensive pedestrian / cycle link between Burgess Hill and Haywards Heath, therefore the proposals contained within the MSDC Site Allocations DPD Reg 18 Consultation Draft for the safeguarding of land for the Burgess Hill to Haywards Heath Multi-Functional Network should be supported.</p>				

707	Ms L Gander	Organisation: Wivelsfield Parish Council	Behalf Of:	Town & Parish Council
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Reference: Reg18/707/1	Type: Object
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Wivelsfield Parish Council fully supports the many grounds for objection to this proposal cited by residents of Theobalds Road and the Theobalds Road Residents’ Association and asks that these be reviewed in detail. Such are the number, validity and significance of these objections that the Parish Council believes that, when given due consideration, they nullify any perceived benefits of the scheme.

To summarise just a few of the arguments against the idea of a cycle way along Theobalds Road:

- 1.The road is privately owned and is a designated bridleway.
- 2.The road is narrow, there are no turning spots, few passing places and it struggles to cope with existing traffic.
- 3.For the road to be deemed an appropriate official cycle way, it would have to be upgraded at considerable expense.
- 4.As the bridleway must stay as a bridleway, the cycle route would need to be a separate route along what is already a narrow road, with pedestrians and vehicles also needing access.
- 5.There is no evidence of demand for a cycle route on this side of the town.
- 6.Neither Valebridge Road or Fox Hill (at either end of Theobalds Road) are wide enough to safely accommodate a cycle route.
- 7.The junction of Theobalds Road onto Valebridge Road has limited visibility and is dangerous owing to the ever-increasing volume of traffic along Valebridge Road.
- 8.Theobalds Road is outside of Mid-Sussex, forming part of Wivelsfield Parish in the Lewes District. There is no benefit to Wivelsfield residents, but rather it is detrimental to them.

It is considered that the proposal is wholly inappropriate, unworkable, unsupported by those whom it would affect and is not demand-driven. As such the Parish Council strongly urges it to be removed from the Development Plan and for attention to instead be given to the alternative proposed route.

656	Mrs C Irvine	Organisation:	Behalf Of:	Resident
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Reference: Reg18/656/1	Type: Object
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I fully support the objections already submitted by TRRA's chairman Robin Walker.

I farm the land adjacent to the proposed cycle route and Theobalds Road. We allow equestrian riders by private agreement to access a circular route across Ote Hall Farm fields so they can keep off the roads and away from traffic including cycles. Ote Hall Farm offers access onto Theobalds Road which is a private lane and bridleway.

Ote Hall Farm has no public bridleways, only footpaths.

The existing bridle path is in regular use by walkers, dog walkers and horse riders. It is currently rural and unspoilt by urbanisation. It is also in the parish of Wivelsfield, East Sussex.

Theobalds Road is a private drive, and not suitable for increased traffic including cyclists which tend to travel at speed. It is a narrow lane which provides access to its residents, farm land, horse riders, dog walkers, deliveries, and emergency vehicles as and when necessary.

There are far more suitable routes along the existing bridle path joining Rocky Lane and Isaacs Lane, across Heaselands Estate.

711	Mr M McKemey	Organisation:	British Horse Society	Behalf Of:		Organisation
Reference:	Reg18/711/1	Type:	Support			

We welcome the inclusion of this Policy, and the commitment to delivery of a safe multifunctional (walking, cycling, equestrian) network between these towns. The robust safeguarding of land to support the scheme, especially through development, is vital to ensure delivery will be implemented.

The safety of non-motorised users (NMUs) on local roads in the area, is being increasingly compromised as development brings additional traffic onto these roads. More and more of the safe public rights of way network has become fragmented, especially for cyclists and horse riders, and we have supported NMUs aspiration for this link route for at least the past 15 years.

We agree with and support the wording on page 93, para 3.24 “Delivering a strategic multifunctional (walking/cycling/equestrian) network between Burgess Hill and Haywards Heath would have multiple benefits including the potential to promote road safety by taking such users away from the road highway.....”

BHS understands that route options are still being investigated, and detailed design work undertaken. However, we think it would be helpful for the map at Appendix E to indicate clearly existing public footpaths and bridleways to show the situation at present.

The Society fully supports the views of the Mid Sussex Area Bridleways Group, who will be responding separately, and whose local knowledge will enable the provision of more detailed information. We would also support their involvement as Stakeholders to assist in any future MSDC discussions/decisions regarding the route. We are, of course, happy to offer further advice and assistance ourselves if required.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/33	<b>Type:</b> Neutral		

The need for non-vehicular links between Burgess Hill and Haywards Heath has long been obvious, and should be extended southwards from Burgess Hill to Hassocks, which is also seeing explosive housing growth, and for whose residents Burgess Hill will be a magnet for its employment, shopping and recreational opportunities. Land should be safeguarded for that southwards extension.

The significance of the need to link people living in Haywards Heath or Hassocks with Burgess Hill is increased with the designation of the new Burgess Hill employment and science park areas and the decision to provide 6th form education in Haywards Heath rather than the Northern Arc.

It is really disappointing that there is no statement within SA37 as to the timeframe within which the Multifunctional Network should be up and running: to say simply that its construction would be “ideally within the lifetime of this plan” is not good enough. We expect your Council to consult on route options early and fully with local communities liable to be affected, including in Lewes District, and to apply the net environmental gain principle to its development. Given that the route will pass through open countryside that plays a vital role in maintaining the segregation between Haywards Heath and Burgess Hill, and that gap has already been eroded to a degree that many already consider excessive, we request that this safeguarding policy include a pledge not to allow the network to become a focus for allowing future development along its route. We believe that considerations of deliverability might favour development the more western elements of the network over the more easterly ones.

<b>212</b>	<b>Ms S Wylde</b>	<b>Organisation:</b> Mid Sussex Area Bridleways Group	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/212/1	<b>Type:</b> Object		

Theobald Road is a private road and bridleway which is unsuitable for a Mid Sussex cycle highway. It is already traffic heavy and an overburdened private road. A cycle way means tarmac, lanes, white lines, sidings, signage, street lighting and barriers. It would be better to use the Heasland estate to the north of the railway line and on the same side as the Northern Arc development where cycle ways already exist.

The residents on Theobald Road have long established private prescriptive rights. It is a thoroughfare for residents, ramblers, dog walkers, joggers and equestrians. The bridleway provides horse and riders vital and rare access for an ever diminishing network of riding routes and gives access to 8 miles of toll rides at Ote Hall Farm and Antye Farm.

Giving cyclists priority who will be doing 10 - 25 miles mph; everyone else will have to give way to the cyclists. This bridleway legally gives priority to those on foot and horseback and cyclists at the moment must give way. If this becomes a cycle highway, the priority is immediately given to cyclists and it will be pedestrians and equestrians who will have to give way.

289	Mr R Walker	Organisation:	Theobald Road Residents' Association	Behalf Of:		Organisation
Reference:	Reg18/289/1	Type:	Object			

I am writing both as a Mid Sussex resident but mainly as the chair of Theobalds Road Residents Association (TRRA). I am aware that my neighbour Sarah Roberts has had several communications with both of you on behalf of TRRA and I thought I should attempt to understand the issues ahead of the TRRA Annual General Meeting, which is next Wednesday, 6th November.

This is critical. As you can imagine, SA37, with its rather threatening mention of safeguarding and CPOs is not being well received by any of our residents.

Invitation to meeting

If either of you would like to come to present the SA37 plan, we would be very pleased to welcome you. This is a critical point for us and, coming as it does on the heels of the Manor Nursery planning application, compounds the feeling of all residents that Theobalds Road is stuck between the expansive ambitions of both MSDC and LDC.

The SA 37 issue

It is our understanding that MSDC proposes to install a new multipurpose network creating a commuter route for cyclists between Burgess Hill and Haywards Heath. One of two possible routes is along Theobalds Road, a private road and ancient bridleway under the above policy.

Applicable minimum design standards

Given the complete lack of any further information, and assuming that any such eventual newly constructed Multifunctional Network would at least comply with design standards, we have been looking at what we understand to be the relevant design documents, being:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/329150/ltn-2-08\\_Cycle\\_infrastructure\\_design.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/329150/ltn-2-08_Cycle_infrastructure_design.pdf)

and the additional information in

<http://www.standardsforhighways.co.uk/ha/standards/dmr/vol6/section3/ta9005.pdf>

along with documents posted by interest groups – including cyclists, ramblers and equestrian groups.

References to this in this email refer to the first document.

Presentation to Residents on 6th November

I am keen to ensure that what we will present to the Theobalds Road Residents on Wednesday is factually correct. Therefore, if there are newer design documents, please advise ASAP. Equally, if any of the points below is incorrect, please also advise ASAP and in any case before 12:00 pm on the 6th November, as it has proven impossible to set up direct meetings so far with Mr Spilsted.

Statement of facts

1. Theobalds Road is a designated public ancient bridleway on both the West Sussex and East Sussex portion, and has been such since early in the 19th century
  - a. As such, the legal priorities for use are: 1. Pedestrian, 2. Equestrian, 3. Cyclists
  - b. Cyclists are thus already able to use the bridleway but must give way to both pedestrians and horse-riders
  - c. The bridleway is metalled (paid for and maintained by us, the residents) as an equestrian pathway (and specifically designed as such)
    - i. As such, the speed limit on the bridleway is set at 10mph as horses are expected to walk, rather than canter, along its length
  - d. The bridleway diverges from the made-up road approximately 670m along its length from the Valebridge Road junction where it goes down the hill towards the kennels. At this point it becomes a rubbled path (quite muddy in places)
  - i. The bridleway varies in width from around 4.5m at the Valebridge Road junction to around 3.5m in places where it goes up the slope past Theobalds Farm



- ii. Once it diverges from the made-up lane, this width narrows considerably
- iii. There are several areas where the incline is significantly above 3 degrees (cf 8.7.2)
- iv. The lane is unlit (to preserve its rural nature and to maintain the dark skies) except for three individual street lights in the first section noted above
- v. The later section is bordered by farms and eventually goes to Fox Hill
- 2. Theobalds Road (TR) is also a private road, owned (by virtue of Modern Lost Grant) by the 39 residents, farms, kennels, smallholders and stables along its length
  - a. The property boundary for each property along TR goes to the centre of the lane and each resident is responsible for maintaining that part
  - b. Residents have long-established prescriptive rights for egress and ingress to their properties for themselves and their visitors by Motor Propelled Vehicles (MPV)
  - c. These MPV rights are category-relevant but do not provide for parking in or otherwise blocking the lane
  - d. These are the only MPVs which have legitimate access rights but these are legally the lowest priority (i.e., they come 4th at the bottom of the list above)
- 3. SA37 calls for a new Multifunctional Network, intended primarily as a cycle highway for commuter and other travel between Burgess Hill and Haywards Heath
  - a. This is explicitly a commuter route (i.e. the design should be to enable cycle speeds of 12-20mph (i.e. double the current maximum))
  - b. The route starts at the Watermill Inn roundabout and its first section, until it reaches the junction at Theobalds Road, is along Valebridge Road (VR)
    - i. The pavements of VR are insufficiently wide to support cycle traffic and therefore this part of the cycleway will have to be along Valebridge Road (cf 8.5.2)
      - 1. Given the level/speed of traffic on VR, a separate cycle way is implied (cf Table 1.1 & para 1.3.7 and
      - 2. The pavements are too narrow to support a separate cycleway off the road
    - c. The route would then go into/out of TR at its current (blind) junction with VR
      - i. The design criteria above require a visibility splay (cf. figure 9.1), which would need to be taken from the current gardens of the properties either side of the junction
      - ii. TR is currently bordered by hedges above 1.2m tall for much of its length, often on both sides (cf table 8.2 and 8.5.3)
      - iii. The design criteria further indicate a two-way cycleway should be a dedicated space for cyclists with a two-way width of 3.0m or more likely 3.8m (see above and 8.5.1)
      - iv. Given the current level of equestrian use, a separate bridleway is also required and this should be a minimum of 2m (3m for two-way riding) (cf 8.8.7 and
      - v. These spaces should not be designed as shared space
    - d. The route would need to be fully lit along its entire length (8.12.15)
  - 4. All of the above is the design criteria for a multipurpose highway that is NOT shared with MPVs. In this case, whilst the priority of users is identified above (at present), the primary users of the lane are the current residents, who have no other way of accessing their properties.
    - A. The residents at present enjoy the prescriptive rights as noted in (2) above.
      - i. This includes at least one tenant farmer, who uses the lane on a daily basis with a tractor and trailer, which brushes the hedgerow on both sides of the lane
      - ii. The lane is currently too narrow for almost any two vehicles to pass, certainly if one of them is transit van dimensions or larger, which happens multiple times daily.
    - B. Cyclists are already welcome, but generally do not use the lane. Whilst this is a subjective view rather than a fact, it is probably because reaching TR via VR is deeply unattractive because of the level of traffic and the hill (I know, I used to cycle quite often but don't any more).
  - 5. We are aware that SA37 includes a safeguarding proposal with a view to Compulsory Purchase Orders. However, beyond identifying the route, there is no further information and our attempts to find out have not been successful.

#### Understanding of the inevitable consequences of the facts above

- 1) MSDC has decided that a separated cycle connection between the northern part of Burgess Hill and Haywards Heath is required, however, no reason is provided.
- 2) There are only considered two possible routes:
  - a. one, to the west, connects the future Northern Arc and Science park with the centre/western part of Haywards Heath. This lies entirely within MSDC area and could be constructed away from all current road routes
  - b. the other, to the East, is mainly in Lewes District Council area, it starts and ends on current roads, both of which are busy and neither of which are wide enough for a separate cycleway, as required.
    - i. In between these two lies the ancient bridleway and private road of Theobalds Road, which is also too narrow for the designed purpose
    - ii. The junction between VR and TR is currently entirely unsuitable for purpose and would require a large visibility splay.
- C. The design purpose is a commuter route between BH and HH, which implies a design speed of 12-20mph along a permanently lit path

- i. 50% of cycle traffic would therefore, by implication, go north alongside VR and need to cross into TR at the blind point just over the brow of the hill.
- 3) MSDC will need to create a separate cycleway (given the incline, at least 3.8m wide) alongside, but separate from, Valebridge Road
- 4) MSDC will also need to widen TR along its first 670m to a width of at least 9.8m (3.8m cycleway + 2m bridleway + 4m single track roadway).
- 5) The further part of the bridleway would need to be widened to 5.8m
- 6) The whole would need to be properly lit
- 7) The significant maintenance schedule identified above (section 8.17) would need to be funded – but most of it would be in East Sussex

This implies not only that CPOs would need to be used for MSDC to purchase the road itself from the residents and adjoining farmers, but to provide (4) above, several metres of the front screening hedges, gardens, garages, drives and similar of all the houses (probably, given the drainage, on the northern side) would also be necessary.

Subsequent questions if SA37 is adopted via TR

This in turn raises some serious questions about the whole idea, some of which are below:

- a. Who would use it? Clearly, from the perspective of the majority of the new build projects, it is on the wrong side of the railway, it would either require a significant scheme of CPOs along the roads at both ends to build a separate cycleway, or the situation for cyclists would be as forbidding as it is today?
- B. How would MSDC plan to manage the months, if not years, of complete disarray whilst the road-widening takes place – TR is the ONLY access route, it is a dead end and there is no other route for residents to take?
- C. How will MSDC safely manage the private sewer drains, gas mains and other sub-surface infrastructure which is currently running (at shallow depth) alongside the lane today, as this would then be in the middle of the new road?
- D. The lane is drained via ditches and also by a clever camber towards the centre of the lane that funnels runoff down to VR. However, as a cycle way must be cambered the opposite way (cf 8.6.3) this would require a further significant investment in drainage to avoid the residents on the south side finding (what remains of) their gardens inundated. How will this be managed?
- E. Who will foot the (significant) maintenance bill, as specified?
- F. It is to be noted that the majority of these properties are not within West Sussex. What powers does MSCD have to force the CPO and change of use to achieve this goal?

Please confirm the above ASAP. The first points (1 – 5) are simple matters of fact and policy and are not considered controversial – however, they inevitably lead to the second set of observations. We can only assume, absent any corrections to the first set of facts, that the second set inevitably must also be true.

The attached document is the consolidated response from Theobalds Road Residents' Association (TRRA). Despite attempts to engage with MSDC representatives to understand this, deferred by MSDC, we have had no alternative but to review the (very vague and clearly unchecked) plans, apply the prevailing standard (for cycle networks, as a part of a multifunctional network, recognising that additional routes for pedestrian/equestrian users would be required) and use this to inform our understanding.

This submission is based upon the most recent document on cycle route design specifications, "West Sussex Cycling Design Guide", dated August 2019, and documents quoted therein.

TRRA supports broader and greater use of non - MPV travel and leisure. However, we firmly believe that the best contribution we can make is to maintain and protect Theobalds Road (TR) ancient bridleway and private road for all NMUs, as we do (at our own cost) today and to ensure it remains the popular, quiet, peaceful community asset that is already widely enjoyed. To that end we have implemented a 10mph speed limit for the 39 residents, which would also apply to cyclists.

Having looked at the design requirements as above, we cannot see this is possible if the "eastern route" is adopted. On the contrary, particularly given the extremely high cost of providing compliant safe cycle space (even before the other "Multi" users' needs are considered) along both Valebridge Road (VR) and Fox Hill, we are concerned hat only the "off carriageway" component would be realised. Today, cyclists are already welcome (and have right of access under the law) both along TR and the bridleway away from the metalled road. We welcome all NMUs in the section of TR after the bridleway separates, though we have no legal obligation to do so.

There are horse riders aplenty, and many ramblers, dog walkers and families, the latter often with small children taking their first tentative cycling trips. Yet we have few adult cyclists. We do appreciate TR is a dead end, so commuters would not use it, but we think it far more likely that the unappealing and unsafe section along VR is probably the cause.

We have seen no market research that implies such a commuter route would even be used. Given that it leaves (the position is unclear) from the vicinity of Wivelsfield Station, if people wish to go to Haywards Heath, are they not a lot more likely to take the train?

The western route, which connects the new Northern Arc and Science Park with the centre of Haywards Heath seems far more direct, much easier to realise and would thus be more useful.

799	Ms S Roberts	Organisation:	Theobalds Road Residents Association	Behalf Of:		Organisation
Reference:	Reg18/799/1	Type:				

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I write following our phone conversation in mid-October regarding the potential safeguarding of land, the compulsory purchase of Theobald Road ancient bridleway and the frontage of my home, II\* Theobalds Farm, RH15 OST.

The potential threat to my home and the historic environment posed by MSDC's long-held ambition to create a Multipurpose Network (commuter cycle highway) to join the Northern Arc housing development, Burgess Hill and Haywards Heath prompts me to submit this representation as my objection to Policy SA37.

I have copied in Ms. Louise Forsyth who was the Sussex area Inspector of Historic Buildings and Areas for Historic England. Although I appreciate Ms. Forsyth is no longer responsible for this region, I very much hope she will forward this email to her newly appointed colleague for Sussex at the earliest opportunity. There is a deadline of midnight tonight, 20th November for residents to respond to the initial consultation on Draft Site Allocations Development Plan - Regulation 18 (issued on 19.10.19). [www.midsussex.gov.uk/SitesDPD](http://www.midsussex.gov.uk/SitesDPD)).

I wish to bring to your attention the potential negative impact on the historic environment of Theobalds Road (an area of archaeological interest) and the setting of two of Wivelsfield's listed historic assets, namely grade II\* listed Theobalds Farm and grade II listed Antye House by the proposed policy: Site Allocation SA37 Multipurpose Network (Commuter Cycle Highway), p. 94 (see policy extract and map attached).

Eastern Route - Theobalds Road Bridleway

Beyond the entrance and first 20m of Theobalds Road in Mid Sussex (1900m in total), the bridleway is within the parish of Wivelsfield, Lewes. We are not 'Edge of Burgess Hill' as disingenuously referred to by Lewes Planning Authority, but identifiably and historically a sustainable rural community and one of three settlements that make up Wivelsfield (equidistant is our church and Hamlet and third, Wivelsifield Village and Village Green).

These potential routes are indicative but MSDC's consultation already declares that measures such as land safeguarding and Compulsory Purchase Orders may be necessary in order to deliver a multipurpose network. In the case of Theobalds Road it could result in its widening from a single lane rural track 3m wide to more than 7m; wide enough to provide access for:

- a) the sustainable community of 39 private homes, a working livestock and silage farm, a commercial dog kennels and 3 horse livery stables plus all their motor vehicles, visitor vehicles and many service vehicles;
- b) pedestrians (many dog walkers, ramblers, runners, school children, parents with babies and young children);
- c) equestrians including horses and carriages (we have a horse and trap rider);
- d) cyclists (permitted by right to use bridleways since 1968 but they must give way to those on foot and horseback)
- e) provision of two emergency access gateways for the 72 homes in adjacent Taylor Wimpey Valebridge housing development.

TRRA Objection

I attach Theobalds Road Residents' Association's representation and objection compiled by our Chairman Robin Walker. As I am a resident and Vice Chairwoman of the TRRA I fully endorse the contents of the TRRA's representation which details the reality of what SA37 could entail if executed according to the comprehensive collection of national Government design guidelines that Robin Walker has sourced or been provided copies of by Nathan Spilsted (MSDC Project Manager for the Connectivity Programme), West Sussex County Council Highways and Sustrans. It explains why I and our residents strongly object to the proposal which could result in:

- a) the extensive redesign, widening and wholesale urbanisation of our cherished private road and unspoiled ancient bridleway;

b) the promotion of Theobald Road beyond its current usage as private carriageway for our residents and a public amenity for (a) to (e) pedestrians, equestrians and leisure cyclists, but instead promoted as a commuter cycleway on what is already an over traffic-burdened and increasingly dangerous rural lane with a 10mph speed limit.

Since the Taylor Wimpey estate was built ten years ago the TRRA has campaigned assiduously, particularly over the past two years, to highlight to all Local Authorities: firstly, the hazards and problem our various user-communities are having daily in using our road, and secondly, to prevent any unwanted unsuitable development on Theobalds Road and with it any further increase in traffic on the bridleway. This is to ensure the safety of all our residents and users. Furthermore, from September 2018-March 2019 the TRRA was put in the invidious and unnecessary position of disputing ESCC Highways' ill-judged claim that our ancient bridleway and Private Road had become a public vehicle highway open to all traffic. It remains, as ever it was and will be, a private road and bridleway.

We, the private residents of Theobalds Road (TRRA), are the custodians of the first section of the bridleway to 650 metres before it splits off and Theobalds Road continues on for a total of 1900m. The start of our road has dual status as a Private Road vehicle carriageway and Public Bridleway. Our members maintain and surface the entire 1900m private road, at our expense. It is our responsibility. We own the road by virtue of long-established prescriptive rights. We alone are permitted to pass and repass over the bridleway in motor vehicles to gain access to our homes or businesses or agricultural land.

**638** **Mr G Elvey**

**Organisation:** West Sussex Access Forum

**Behalf Of:**

**Organisation**

**Reference:** Reg18/638/2

**Type:** Support

WSLAF strongly supports Policy SA37: Burgess Hill/Haywards Heath Multifunctional Network. We have been aware of and supported the local desire of all non-motorised users (NMU) for this link over many years, and we very much welcome MSDC's strong commitment to delivering the scheme.

**320** **Mr G Canning**

**Organisation:** Worlds End Association

**Behalf Of:**

**Organisation**

**Reference:** Reg18/320/1

**Type:** Support

I wish to comment on the cycle path provision which may be provided under the new allocation document -

1. There should be a cycle path to connect the new Northern Arc housing development to Wivelsfield Station.

2 There should be a cycle path connecting Wivelsfield Station/ Worlds End to the Town Centre

I assume cycle storage would come as standard with such schemes.

Both will help with reducing car use in the town, making the town a greener, cleaner place and saving energy.

<b>1292</b>	<b>Ms C P Crompton</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1292/1	<b>Type:</b>	Object			

I learned today of the proposed widening of the road at Fox Hill to provide cycle lanes and bridle paths. Apart from my natural (and admittedly selfish) distress at the prospect of losing much of my front garden, I would point out that the loss of established hedges and mature trees, all of which help absorb pollution, would take at least a generation to replace. The oak tree in my own front garden must be at least a hundred years old, and there are many other trees of similar size.

I understand that the strip of woodland on the east side of the road is protected, and hope that this will remain so.

While acknowledging the value of accommodating cyclists and equestrians, I strongly feel that the destruction of much of the "green lung" of Fox Hill, and the loss of the attractive semi-rural character of the road, would be too high a price to pay.

I understand alternatives are being considered, and am sorry I cannot comment in more detail, but have not time to study your detailed plans and proposals before your deadline.

<b>989</b>	<b>Mr D Andrews-Smith</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/989/1	<b>Type:</b>	Object			

The Proposed Multifunction Network route shown along Valebridge Road, Theobalds Road, Lunce's lane and Fox Hill is not at all appropriate for a route between Burgess hill and Haywards Heath. The route, if any, should be on the western side of the railway line, taking the opportunity in the planning of the northern arc to design in cycle ways.

The consideration of the route from Theobalds Road to Fox Hill is land not in the control of Mid Sussex District Council eg; in Lewes District Council land, and should be disregarded on that basis alone.

Any safeguarding of land along Fox Hill would be completely detrimental to the properties and constitute a major loss in value.

Several 'pinch points' occur on Fox hill, for example by the Fox and Hounds public house, which would not allow proposed widening without demolition of buildings. This road junction with Fox Hill/Hurstwood Lane has still yet to be resolved and in itself will take up any available land at this point.

Several TPO's occur on land adjacent to the side of Fox Hill which should be retained, as well as many mature trees on the boundary which would have to be felled and destroy the whole character of Fox Hill.

The proposal also leads to an arbitrary point at the roundabout at the the top of Fox Hill and not anywhere near the town centre therefore becomes a route to nowhere.

<b>992</b>	<b>Ms J Bailey</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/992/1	<b>Type:</b>	Object			

We are opposed to the compulsory purchase order relating to the frontage of properties on Valebridge Road for the creation of a cycle path.

1034	Mr & Mrs R Bird	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1034/1	Type:	Object
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We live on Fox Hill Haywards Heath and have only just been made aware of the proposed multifunction network for Burgess Hill and Haywards Heath.

Firstly we are disappointed that there has been no communication from MSDC regarding this proposal, particularly as it may necessitate Compulsory Purchase Orders to gain sufficient space for cycles, pedestrians and horses.

Our understanding is that there are two proposed routes, one extending from the Burgess Hill Northern Arc and the other passing through Valebridge Road, Theobalds Road, and eventually up Fox Hill. It is the latter route which concerns us. There are many homes along this route and from what we read it is likely that many of them will be required to ‘give-up’ part of their front gardens so that the multifunction route can be made. We have been told that an overall widening of the current roads by 3.5 and 7.1 metres would be required.

We have no objection to cycle paths. They provide safety and convenience for those using them. However, we would question how many horse riders would use the route, particularly as they would be confronted by the very busy Rocky Lane at the top of Fox Hill. There are times when we find it difficult to cross the road at this junction and we can’t imagine horse riders attempting it.

We would be happy to see a cycle path created so long as it is done within the existing highway boundary. The carriageway of Fox Hill has already been narrowed near the Fox & Hounds PH. We think your objective could be achieved if the narrowing could be continued along the length of Fox Hill, up to the junction with Rocky Lane. This might also help to provide badly needed traffic calming.

The proposed route is set within a semi-rural location with mature trees providing environmental benefits. We would not like to see any loss of trees in construction of the route.

We would appreciate being kept informed of your intentions prior to the Public Engagement scheduled for Spring next year.

962	Ms S Blair	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/962/1	Type:	Object
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I object strongly to the proposed eastern route option for the multifunctional network for Highway Schemes SA37 within the DPD for the Mid Sussex Strategic Plan Site Allocations Draft Document. Theobalds Road, Valebridge Road and Fox Hill is an entirely inappropriate route for a commuter cycleway as it is a very indirect route. Development of other routes on the western side would be a more logical link between the Northern arc and Haywards Heath, and also more direct, cheaper and within MSDC control. A western route would be entirely within MSDC “territory” and therefore not require a discussion with any authorities in East Sussex.

The Theobalds Road, Valebridge Road and Fox Hill lies partly in West Sussex and partly in East Sussex. Theobalds Road has been “made up” with a surface suitable for equestrian use, and is maintained at the expense of the residents, though it has many other users. It has been established, most recently by East Sussex Highways legal team, and agreed that it is only a bridleway (with the residential prescriptive rights) and not a Byway Open to All Traffic (BOAT). It is a dead end in terms of any wheeled traffic today.

The bridleway is already available to cyclists, and we welcome them. However, there are very few. I would like to see the analysis carried out by MSDC that indicates a need for a cycle route here. The stated ambition is for a route that would eventually convert 35-40% of current MPV commuter traffic to cycle but no numbers for this have been provided.

Looking at the detailed map layout available at <https://www.midsussex.gov.uk/planning-building/site-allocations-dpd-interactive-map/> the proposed southern end of route starts in the cul-de-sac at Grange Close, off Valebridge Road, i.e. against the railway embankment. I assume this location is incorrect and is a bit of sloppy drafting, which just adds to the impression that this is a desk-based document drawn up by those who have never actually cycled or walked the proposed route.

Looking at the latest edition of Mid Sussex Matters, which came through my letterbox today, the map on page 21 shows a Network Upgrade route to the west of the railway line. Assuming that the wording to the right relates to this line of dashes then a new cycle route through railway land running directly north/south would seem much more direct and safer for cyclists, being away from the speeding traffic on Valebridge Road and Fox Hill.

Theobalds Road itself is already welcoming to cycle riders as well as the priority bridleway users, but they are quite rare. I think this is due to the fact that leisure cyclists from Burgess Hill must first come up Valebridge Road, which is too narrow for a cycle path and extremely busy with MPV traffic, which often travels in excess of the 30mph limit. Theobalds Road is used to a significant extent as a leisure route for horse riders, walkers, including families and dog walkers, as well as some cyclists, though primarily children from local areas whose parents appreciate the ability for them to improve their cycling skills on a metalled surface but away from any fast traffic – of any kind. The proposed “eastern route” on SA37 offers no logic or justification for the destruction of a functioning, popular, much used and cherished unspoilt public right of way which already serves this sustainable community well and I feel that the infrastructure necessary for the proposed multifunctional route would result in entirely unnecessary damage to ancient hedgerows, requires the felling of quite a number of mature trees plus the lighting requirements would totally change our ‘dark sky’ environment. Also unless cycle access to either end is improved, it would not alleviate local travel and it would certainly render the current bridleway-based route far less attractive for leisure use.

997	Ms M Burrows	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/997/1	Type:	Object
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Proposed multifunction network along Valebridge Road, Theobalds Road, Lunce’s Lane and Fox Hill

I do not want my garden to be under a CPO. If this action is really necessary, I suggest the western route is the better option.



1403	Mr M Buxton	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1403/1      Type: Object

I would like to inform you of my objection to the proposed Multifunction Network along Fox Hill.

In my opinion the scheme is a total waste of money. It beggars belief that a Council which claims to have restriction of services it provides due to underfunding, would even consider such a scheme. Indeed there are no cycleways leading to, or away from the current points!

Instead of this project, time and resources should be spent on enforcing the ‘new’ 30 mph speed limit, or at least introducing traffic calming measures.

In addition to the above, it will also make access to/from Foxhole Close more dangerous than it already is!

In short I am totally opposed to the scheme.

1058	Ms A Buxton	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1058/1      Type: Object

Multifunction Network along Valebridet Rd, Theobalds Rd, Lunce’s Lane and Fox Hill

990	Mr A Cobb	Organisation:		Behalf Of:		Resident
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Reference: Reg18/990/1      Type: Object

I feel that there is not enough of a need to have two cycle paths on the section of road that is proposed. I am also not happy to have part of my front driveway taken as i only just have enough room for my vehicles. It would also lessen the value of my property.

<b>970</b>	<b>Ms N Collins</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/970/1	<b>Type:</b>	Object			

As a local horserider and the yard manager for Clearwater Livery Stables I am deeply concerned about the suggested change of Theobalds Road bridleway into a cycleway. Horses and large numbers of cyclists don't mix well. This bridleway is the only safe off-Road hacking we can directly access from the yard.

Looking at the map it would seem far more sensible to run a connecting route from B Hill to HHeath along the west side of the railway line. Having just received the latest copy of Mid Sx Matters magazine I was delighted to see such a proposed route in there.

There are three Livery yards that access Theobalds Road and we need more safe off-road riding routes in this area. Local farmers have developed a paid-for toll ride for the summer months but in the winter we often have to brave the very busy, fast and dangerous local main roads which with more house builder will only get busier.

I live directly above part of the bridleway and would hate for it to be lit to allow safe commuter cycling. This would definitely have a detrimental affect on local wildlife.

<b>995</b>	<b>Ms E Corden</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/995/1	<b>Type:</b>	Object			

This proposed cycle route has no benefit to those who wish to use it - it does not connect with any satisfactory cycle ways, either as a means to commute to Haywards Heath town or Station, or to Wivesfield. It will destroy the aesthetics of Fox Hill by resulting in the loss of mature hedges and trees, and will result in the positioning of houses, currently sheltered by hedges and trees, right on the side of the road.

The overall impact will be negative for those residents directly affected and indirectly affected for a cycle route that has no proven benefit. If the Council has produced a meaningful survey that supports the development of a cycle route along Fox Hill (and its continued route towards Wivelsfield, I would be very keen to see a copy of this.

<b>922</b>	<b>Mr M Cornish</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/922/1	<b>Type:</b>	Object			

I am very surprised that such an indirect route via Theobalds Road, Valebridge Road and Fox Hill would even be considered appropriate for a multipurpose network.

I believe the intention is to create a two-way, lit, commuter cycle route with width of at least 3.5m. This would be installed along the entire length of the proposed eastern route for SA37 that seems to have very arbitrary end points both north and south. There is no onward cycle route in either direction. It would make more sense if the end points were stations or schools.

It seems incredible that given the complete lack of onward cycle path (let alone equestrian) the council would contemplate the massive costs, distress and potential anger associated with the likely CPOs, the construction itself and the massive destruction of many gardens, trees and ancient hedgerows for a cycle route for which no projected use has been forecast (as far as I can see).

I simply can't imagine what sort of use such multipurpose network would need to make the investment worthwhile but if such projections exist development of other routes on the western side of the railway line would seem more logical, more direct, potentially cheaper and totally within Mid Sussex. Avoiding Valebridge Road and Fox Hill would make a much more direct and attractive cross country proposition.

1003	Mr and Mrs M and J Duffin	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1003/1	Type:	Object
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As residents of NO. 75 Valebridge Road, Burgess Hill, we strongly oppose the implementation of the Eastern route option for the multifunctional network for Highway Schemes SA37 within the DPD for the Mid Sussex Strategic Plan Site Allocations Draft Document.

We strongly support the use by cyclists of the roads in the county and if the MSDC wish to improve safety for cyclists on their roads, they, (the MSDC), would go a long way towards achieving this if they would consider reducing the speed limits particularly on Valebridge Road for motorised traffic.

We cannot understand where the requirement for a cycle path on Valebridge Road originated considering the few cyclists who use it and therefore we would like to see the analysis carried out by MSDC with respect to the needs of cyclists which indicates the necessity for a cycle route where proposed, in the first place.

Consideration should be given to the Western route alternative, as it is more cost effective and will have a considerably less destructive impact on a larger number of residents.

1213	Mr R Ekins	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1213/1	Type:	Object
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Fox Hill road is a major artery in and out of Haywards Heath, any road widening activities would have a significant impact on local resident and commuters.

To widen the road many established trees, hedges and verges would be lost impacting the historic character of the area, as well as loss of residential gardens and drives

994	Ms B Fleet	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/994/1	Type:	Object
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I write in support of the detailed official response by Theobalds Road Residents Association to MSDC's consultation on their Draft Site Allocations Development Plan, submitted by the chairman, Robin Walker. I hereby express, in the strongest terms, my personal objection to the proposed cycleway along Theobalds Road, Valebridge Road and Fox Hill.

My family have lived on Valebridge Road for 61 years and during that time have accessed Theobalds Road at least once a day on most days. The purpose has been to exercise the many dogs we have owned during that time and I now exercise my own two dogs down the road twice a day. In addition to that, I also spend time enjoying the wildlife that can be viewed down the lane, deer, foxes, badgers, a variety of birds as well as raptors, owls, snakes. The nightingales were a particular treat this Summer. There are many regular dog-walkers, walkers and horse-riders that use this public right of way on a daily basis and cherish its ruralness and relative peace and quiet. In fact, I and others view a walk down Theobalds Road as much needed 'medicine' for our mental well-being in a time of much discontent and pressure.

The idea that the flora and fauna on Theobalds Road will be destroyed in order to make way for a cycleway, that doesn't appear to have a logical beginning and end, is absolutely abhorrent to me and many others and would negatively impact my life. What justification can there be for ripping out ancient hedgerows, felling mighty oaks and destroying the many wildlife habitats to be found along the road. Have MSDC not heard about the effects of global warming and the negative impact humans are having on our planet. We should be protecting these rural havens, not destroying them.

Additionally Burgess Hill is growing at a phenomenal rate, eating up its surrounding countryside, and the ability of its residents to safely exercise their dogs/horses is being greatly reduced. Valebridge Road is heavily used throughout the day, with little regard for the speed restrictions, and therefore pedestrian and equestrian safety is being compromised. We have already had a driver mount the pavement in order to get past a school bus, scattering children into the hedge, luckily no-one was hurt this time, but what about tomorrow? What safety measures will be introduced if a cycle route is added to this already dangerous road, and what about the risk factor of walkers/dog-walkers, horse riders, vehicle drivers and cyclists sharing the same space along Theobalds Road?

There are better alternatives for this cycle route - PLEASE, PLEASE leave our bridleway in tact so we can all safely exercise our animals, and ourselves and our children, as well as maintain a beautiful, rural, wildlife haven for the benefit of all in the community, especially the children.

583	Mrs S Franks	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/583/1	Type:	Object
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The proposed route for a cycleway using Valebridge Rd., Theobalds Road and coming out at busy Fox Hill is dangerous and not clearly thought out.

1. We already take our life in our hands crossing Valebridge Rd. into and out of Theobalds Rd. due to traffic speeding over the hill. /cyclist would not stand a chance.
2. With no beginning or any mention of joining a cycle way at Fox Hill makes no sense.
3. As is well known. Theobalds Rd is a narrow bridle way purely maintained by residents.
4. The road surface is not deep and under it and along the side are most of our gas, water etc pipes.
5. To widen the road (as in your draft plan) you would not only have to compulsary purchase our gardens, you would have to chop down ancient oak trees that, in the past, have denoted the Parish lines.
6. Essential vehicles e.g. ambulances, fire engines etc. need free access at all times, not only for Theobalds, but also for the people living in the Downscroft area.

May I finish on a personal note. I have twice nearly been knocked over by cyclists when crossing the lane to enter my drive. At 87 I find this very worrying, they creep up, no bell to warn you and then shout abuse. How would it be if hoards of cyclists start belting down the lane, probably late for work, and not caring about old or vulnerable children. It would mean I couldn't take my 90 yr old disabled husband out for a little walk' not very import probably to planners.

840	Ms J Freeman	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/840/1	Type:	Object
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I have a friend who lives in Fox Hill and I am appalled to hear of the plans to compulsory purchase gardens and driveways in order to put in a 2 way cycle path .

My objection is due to lack of public consultation on this matter . Unfair lack of communication with those households potentially affected. Implications to access to side roads and driveways on this busy stretch of road . Implications to parking arrangements for households who have to lose driveways .

Lack of consideration to safety for cyclists, horses , pedestrians and vehicles using this already busy stretch of road out of Haywards Heath . Lack of foresight and planning as to what happens to the cycle paths at the roundabout.

870	Mr A Freeman	Organisation:		Behalf Of:		Resident
Reference:	Reg18/870/1	Type:	Object			
<p>I have a friend who lives in Fox Hill and I am appalled to hear of the plans to compulsory purchase gardens and driveways in order to put in a 2 way cycle path .</p> <p>My objection is due to lack of public consultation on this matter . Unfair lack of communication with those households potentially affected. Implications to access to side roads and driveways on this busy stretch of road . Implications to parking arrangements for households who have to lose driveways .</p> <p>Lack of consideration to safety for cyclists, horses , pedestrians and vehicles using this already busy stretch of road out of Haywards Heath . Lack of foresight and planning as to what happens to the cycle paths at the roundabout .</p>						

926	Ms J Gange	Organisation:		Behalf Of:		Resident
Reference:	Reg18/926/1	Type:	Object			
<p>The scheme for a cycle way to link Burgess Hill and Hayward’s Heath seems a ridiculous waste of money. We already have good bus and train links between the two towns. The cycle way starts and ends some distance from the two town centres so is an access route from effectively nowhere to nowhere. There are no safe cycle paths at the town centre ends of the proposed route. Where is the evidence that people need to cycle between these two points in numbers that can possibly justify the expense. If you have money to spend on improving cycling routes, please look at what you can do around schools and stations instead.</p>						

<b>844</b>	<b>Ms J Gaylard</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/844/1	<b>Type:</b>	Object			

The route for SA37 as shown in Appendix E indicates that SA37 starts in the cul-de-sac of Grange Close. This must be an error as this cul-de-sac links to nowhere. If the route starts off with an error no validity can be given to the remainder of the route, and there is no evidence that this is a well-thought-through or planned proposal.

There is no evidence offered by MSDC of a need for cyclists to use this route. I am not aware of any appraisal of possible cycle route options. Surely before deciding to make such a major development proposal there should be a needs assessment of some kind?

Cyclists can currently use Theobalds Road (which is an ancient bridleway) however none do. I have lived on Theobalds Road for almost 20 years and have almost never seen a cyclist on Theobalds Road. The road is used daily by horse-riders and dog-walkers as well as by residents. It is a narrow rural lane which is entirely unsuitable to be widened, lit along its entire length, and developed into a cycle highway at extremely high cost.

In order for provision of a separate cycle path, so that cyclists are separated from cars and other road users, there would need to be extensive road widening along the proposed route. Widening of Valebridge Road, Theobalds Road and the B2112 at Fox Hill would require numerous compulsory purchase orders. Utilities would need to be re-routed, including cable services only recently completed along Valebridge Road. Under Theobalds Road the gas, water and sewerage would all need protecting/re-routing. Surface water drains along the centre of the road (by design) to ensure it does not flood towards properties on the southern side of Theobalds Road and this would have to be preserved. Any work would have to be undertaken whilst Theobalds Road remains open as it is the only route for residents to access their properties. These issues alone surely make this an extremely high cost option and therefore non-viable.

As a cyclist myself I would like to see cycle routes developed allowing access to the centre of Burgess Hill. This seems a much more sensible thing to prioritise than a route (SA37) which starts and ends without any links to other cycle routes.

If a link is needed between Burgess Hill and Haywards Heath then it would be much more sensible to develop the routes cyclist currently use such as Rocky Lane which runs alongside the railway line where there is space to provide a separate cycle path. Alternatively a cycle route from the new Northern Arc development going north to Haywards Heath would be a logical addition to the development plans on that side of Burgess Hill.

I am strongly opposed to the proposal SA37

<b>1031</b>	<b>Ms J Gonnella</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1031/1	<b>Type:</b>	Object			

Foxhill is already getting too busy and too fast. Adding extra width and cycle paths will make it almost impossible to turn out of Foxhill Close to join Foxhill and a wider road will encourage even faster traffic

The cycle paths will not be well used as they lead to nowhere.

1384	N Gosset	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1384/1	Type:	Object
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I am writing in response to your Site Allocations Development Plan Document which I understand to be a consultation draft circulated under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (hereafter the Regulations).

I have three areas I would like to respond on:

1. Your general conduct of the consultation under Regulation 18;
2. Your arrangements for blight; and
3. The specific efficacy of proposal SA37, the Burgess Hill / Haywards Heath Cycle Network

(hereafter the Network) and specifically the proposed Multifunctional Route option that impacts on frontages along Fox Hill Road.

The Draft Plan Consultation

My name is Mr Nick Cosset and I am the freeholder of Ferndale, a property on the western side of Fox Hill. It was via a letter, from the Theobalds Road Residents’ Association, delivered only last Saturday, that I learnt of your SA37 proposal.

My first point relates to whether you have followed the spirit of the Regulations, which In Its provisions at Section 18 Limb (2) (c), identifies who should be notified as part of the preparation of a local plan. Lmb (2)(c) of that section is clear in its (optional) provision to notify such residents or other persons carrying on business in the local planning authority’s area from which the local planning authority consider it appropriate to invite representations. I would argue this is good and established practice where land may be compulsorily acquired as part of the plan.

It has become clear to me via the notification from the Theobalds Residents’ Association (and not, I note Mid Sussex District Council), that one option In the consultation document would involve the compulsory purchase of private frontages along the route. I note this would likely result in the loss of mature vegetation, significant loss of private amenity and would negatively impact on local businesses. While it is not a legal requirement to consult with potentially affected householders in such a plan, I would argue that your failure to engage with those who might have their properties affected by this option falls far short of expected practices. Given what I, arid many others, view this as a significant failure on your part, I ask that you extend the consultation period by a further 4 weeks and that you make all residents who may have their property impacted (le by land acquisition) aware of the consultation, am considering whether your council’s apparent deficiency in consulting in this matter is worthy of a complaint to the relevant ombudsman.

Blight Provisions

You are no doubt aware that having consulted on this option you have now created a possible development that should surface In any search undertaken for a property transaction. The nature of the Network option would have significant Impact on access and amenity for the properties affected and has the significant potential to create blight. Can I please ask that YOU respond clarifying Mid Sussex District Council’s position regarding blight in this case and whether having issued the consultation there is now a formal blight scheme covering those properties potentially affected by the Network proposals.

Views on the Scheme

I am hugely sympathetic to the current challenges presented by housing availability in the local area together with the challenge of providing members of our community with affordable housing enjoying good access to employment opportunities. Given this, I applaud the Council for pushing



ahead with its plans. I do feel however, that there are two significant flaws in the proposals for this option of the Network:

. Safety: the development of a 'cycle' route which has numerous crossing points (up to 159) by private dwellings, minor roads and businesses, is contrary to best practice. I believe such practice accepts either segregation from crossing movements (unless controlled by traffic management measures) or will co-use of road space. The option that would run along Valebridge Road, Theobalds Road and Fox Hill would have numerous crossing points for private dwellings, generally with poor visibility. I would argue that the option will be extremely difficult to implement safely without significant change to the visual amenity of properties which would have to have visual obstructions, such as fences and hedges, permanently removed.

. Utility of the route: I would argue that the route should seek to strike a balance between as short a distance as possible between centres, accessibility and safety to ensure the maximum use and utility to the potential user.

Given these two points I wish to make a clear representation that I feel an alternative route to the Fox Hill route should be chosen for the Network.

I look forward to your responses on the extension of the consultation period and your position on Blight.

1376	Mrs J Henderson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1376/1	Type:	Object
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No thank you. Please don't ruin this lovely road. I strongly object to any idea of using Theobalds Road as a commuter cycle route. It's a public bridleway anyway so cyclists can already come down here if they want to, but the fact is they don't. We never see any cyclists here because it's already too busy with cars, lorries and van deliveries and dog walkers like me. Plus you have all the horses and riders who don't mix well with cars let alone cyclists. The bridleway is not a direct way to get to Haywards Heath. Better off going down Valebridge Road and Rocky Lane. Theobalds Road doesn't go anywhere. It is a mile long dead end.

I walk my dog on Theobalds Road several times a day and last thing at night. The road is quieter than Valebridge for walking my dog and i get to meet and talk with friends and other dog owners. But the road is much busier than it used to be so I can't let my dog off until we get to Antye Field where the footpaths go to Ote Hall and Wivelsfield. You have to duck out of the way of cars, into people's drive ways or the verges to let vehicles park and if it gets any busier there will be an accident. Lots of people walk the road every day of the year, at all times of day and night because dogs need one last toilet stop at night. If you put lots of cyclists down here then it will only make things worse for pedestrians and horse riders.

The residents are always considerate but deliveries and other drivers are not so careful. We had a white van last week come flying around the corner up by the entrance to Antye House which is a blind sharp left turn and it was two seconds and just a couple of metres off hitting two girls on horses head on. The Residents Association put up speed signs but people don't take any notice. It's a case of when not if. The junction onto Theobalds Road from Valebridge is really bad. The traffic moves ever so fast, it's a devil to pull in and out by car. The children walk down the road to catch the Chailey coach which always waits at the end of the bridleway so you just have to wait for it to go before you turn into Thoebalds. You have rubbish trucks pulling in and out 4 times a week and the West Sussex ones stop on Valebridge and reverse in. It's not going to improve the junction if you go and make it a commuter cycle route as well.

I do not know why you would want to put a cycle route down here and spoil a beautiful road. So many lovely roads have been ruined. Don't spoil this one, please.

I object because the road is already a bridleway and a private road surfaced by the residents. The entrance to Theobalds off Valebridge is too dangerous for cyclists.

There is no need for a cyleway here. If there was cyclists would already be using it but they don't. There is no need for it.

The road is already too busy with traffic, too narrow even for two cars to pass each other easily and safely, without taking it very slowly and carefully.

Too congested and already a risk to people who walk it as I do.

If you put more traffic on the road like cyclists they will want to go really fast and I can't see them stopping, getting off and allowing the rest of us to pass. We will end up dodging cyclists as well as all the other traffic.

Please look at more sensible routes for a cycleway.

869	Mr & Mrs NR & F Higgs	Organisation:		Behalf Of:		Resident
Reference:	Reg18/869/1	Type:	Object			

We are writing to you with our comments in connection with the above development plan for a multifunctional network incorporating a two-way cycle commuter highway. We are very concerned that we have only just become aware of this particular proposal together with its attendant consequences purely through a discussion with another interested party a few days ago. Whilst The Council may consider that it is not part of their remit to contact the residents who might be directly affected by this scheme, given that it involves the possible acquisition of property owners land through CPO we would have thought it would have been both honorable and decent to ‘directly’ inform residents and involve them fully in this consultation from the outset. It is astonishing that this has not happened.

Whilst we accept the need for environmental initiatives to improve both connectivity and access in and around Haywards Heath, Burgess Hill and the surrounding areas we believe that this scheme falls short and for the following reasons we strongly object to it.

The proposed route goes past a significant number of residential properties that would be directly impacted through the loss of private amenity, mature trees and vegetation and serviceable land under a CPO. There has also been a significant increase in the volume of traffic in the vicinity of Fox Hill over the last few years that has been particularly noticeable during the morning and evening peaks. Noise impact from the road would undoubtedly increase due to the relocation of the property fences and boundaries.

Along the route the position of the proposed cycle tracks involve numerous intersection / crossing points traversing residential driveways and existing pedestrian paths. Poor visibility and sighting by road users and pedestrians would be a significant issue due to vegetation and building obstructions. These areas would undoubtedly increase the safety risks.

Green spaces within this region seem to be continually handed over for development and slowly the rural nature of the area is being eroded. Yet again this scheme appears to impact and encroach on a small area of remaining woodland at the top of Fox Hill (Anscombe Wood), this we find unacceptable.

The plan calls for ‘safeguarding’ along the route which means that anyone wishing sell their property in the near future will be to all intents and purposes ‘blighted’ particularly in respect of any land searches that might be carried out by perspective buyers which will indicate the threat of the CPO acquisition of these land parcels. In reality this would make it very difficult to move house. In this vein can you advise what the Council’s position is on this, because having issued this consultation you have now effectively created a formal blight on all of the properties potentially affected by these proposals? This surely is not in anyone’s best interest.

The route which appears to run from Wivelsfield Station along Valebridge Road then along Theobalds Road into Fox Hill ends at the roundabout at the top of Fox Hill and

there it stops! It is an extremely busy junction during peaks hours yet there appears to be no safe cycle paths serving either end of these routes once they finish. Also generally throughout the route there are no interconnecting cycle paths. In this respect this scheme does not appear to be either integrated or strategically effective. The proposal of having a cycle route may be well placed but this is totally the wrong location for it. We are of the opinion that an alternative route to the Fox Hill scheme should be adopted. We also look forward to receiving your response with regard to the Council’s position regarding blight.

925	Ms P Hildick-Smith	Organisation:		Behalf Of:		Resident
Reference:	Reg18/925/1	Type:	Object			

There is no justification for this route. Widening Theobalds Road would be extremely costly (CPOs, re-routing sewerage, gas, water etc currently under the road surface whilst keeping the singletrack lane open for emergency vehicles, farm vehicles, refuse collection lorries and residents). The route is poorly thought-through. It appears to start in a cul-de-sac (Grange Close) and has no links to cycle routes at either end. Alternative routes would be more direct and are already used by cyclists.

863	Ms P Hildick-Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/863/1	Type:	Object
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I object extremely strongly to the proposal for a multifunctional network (SA37) which would pass along Theobalds Road. This plan is ill-considered in my view (as explained below) and if adopted would cause destruction of the quiet bridleway of Theobalds Road which is used daily as a recreational route by walkers and equestrians. There is no evidence of need for cyclists to use this route. (In fact they currently can cycle along it but do not choose to do so!) No evidence has been offered by the council showing cyclists want this route developed. It does not link to any other off-road cycling routes. SA37 eastern route appears pointless in its inception. The majority of SA37 is not even in Mid-Sussex's jurisdiction!

The proposed route for SA37 is shown on the council website to start in the cul-de-sac of Grange Close, then goes north along Valebridge Road, then east along Theobalds Road and finally ends up at Fox Hill where it would exit onto the busy B2112 which also has no separate cycle path. This does not link with any other cycle routes. If the proposal intends SA37 to start at Wivelsfield station then the lack of care and attention when creating the proposed map showing the detail for the route of SA37 is simply staggering.

Theobalds Road is a private road. It is not council-owned. Each resident owns the land at the front of their property to the centre of Theobalds Road. Creation of a cycle path separate to that used by those on horseback and those in cars would necessitate between 84 and 159 compulsory purchase orders, with destruction of the ancient hedgerows and mature oak trees which line Theobalds Road and give it its current rural charm, and is surely not in keeping with a "green" agenda to improve the environment!

A cycle highway would be a source of significant light pollution and compromise what is a very limited "dark skies" area pedestrian-accessible to Burgess Hill. The required upkeep of the cycle route would be considerable – with the council's own documents indicating clearance of vegetation, regular sweeping away leaves and inspections 4 times a year as a minimum.

Theobalds Road has been surfaced by residents with a thin tarmac layer which is suitable for those on horseback to use. There are gas and water supplies and sewerage drains running under the road and adjacent to the verges of Theobalds Road, not buried deeply. Any widening of Theobalds Road would require all these services to be re-routed, and buried more deeply and there would be considerable cost involved in this. In addition any such work would have to be done whilst allowing traffic to use the road as there is no other vehicular access. There is a working farm on Theobalds Road so tractors and trailers pass regularly, residents need access to their properties, refuse lorries from East and West Sussex need access, and of course emergency vehicles need access at all times. The cost of any such work is therefore clearly prohibitive and as a mid-Sussex resident and council tax payer I would object most strongly to my taxes being used for such an unjustified project.

Other routes that link Burgess Hill to Haywards Heath would be much more suitable for development as multifunction cycle routes. A route from the new Norther Arc directly north to Haywards heath would make a lot of sense. Alternatively Valebridge Road/Rocky Lane is used by cyclists daily. This is a narrow but extremely busy road which could be widened to create a separate cycle path, and would link to the cycle path at the roundabout at the top of Rocky Lane. If a route is felt to be needed going east then alongside Jane's Lane there is again plenty of room to provide a cycle route separate to the main highway. These developments would be in keeping with advice from Rachel White, Head of Public Affairs at Sustrans, published in the national press (Letters page, The Week, Friday 1st November). "The Government needs to put an end to building more roads for cars, and instead make walking and cycling the easiest and most convenient options for more people. Pedestrians and people on cycles should have priority and networks of protected cycle lanes on main roads should be the norm so that everyone feels more confident traveling around." It is unclear to me why the council is so eager to limit options to just two potential cycle routes when several very suitable alternatives are available.

I object extremely strongly to the council's proposal for the eastern route option for the multifunctional network for Highway Schemes SA37 within the DPD for the Mid Sussex Strategic Plan Site Allocations Draft Document.

646	Dr I Holwell	Organisation:		Behalf Of:		Resident
Reference:	Reg18/646/1	Type:	Object			

I wish to strongly support the objections raised by the Chair of Theobalds Road Residents Association (TRRA), Robin Walker. This carefully considered document was produced for the residents of Theobalds Road. It follows on from a recent, well attended meeting of the TRRA.

At that meeting, the unanimous view was to object to such a proposal.

MSDC should have now received the document from TRRA.

As a senior local General Practitioner and a former medical member of the Ambulance and Fire Service immediate accident response team, I of course support the aim to encourage a safe environment for walking, cycling and horse riding.

Theobalds Road is an ancient bridleway.

As part of local opposition to a recent proposed development along Theobalds Road, East Sussex Highways legal team have confirmed its status a a Bridleway with residential proscriptive rights.

There is no current right of access to other traffic. It is not an open byway. The road itself is a dead end.

The road is owned by and maintained by its residents.

The metaled surface was designed specifically to meet the requirement for horse riders as well as vehicle access, including farm traffic.

It is currently used by residents with a designated speed limit of 10mph.

Horses and cyclists use the bridleway, mainly at weekends.

The road and bridleway join up to several public footpaths. These are used by ramblers and families for recreation. It is a particular popular route for dog walkers.

The safe mixed nature of the road is shown by families with children using the road with bikes and prams. Many local children learn to ride their bikes on our safe road.

The restricted access, narrow country lane and very slow traffic speeds have made Theobalds Road a recreational asset.

The draft proposal SA37 for a proposed "multi-functional network" is ill conceived on many levels.

I was involved in initial NHS planning for the Northern Arc development.

The SA37 proposal appears to suggest that the route will deliver a route for commuter cyclists between Burgess Hill and Haywards Heath.

Given the site of Northern Arc housing with its associated schools, the Theobalds Road route is useless.

Cyclists wishing to travel between the two towns would always want to use a more direct North-South route rather than travelling across country.

The current bridleway provides more than adequate recreational access for the few cyclists that use the route at weekends.

Current commuter cycling between BH-HH is negligible. What is the perceived planning or development need for such a costly route via Theobalds Road from Wivelsfield Satation to Fox Hill in Haywards Heath?

Around Burgess Hill, Haywards Heath and Hassocks there are several cycle routes.

The majority are poorly maintained and sparsely used e.g. BH-Hassocks along A273 London Road.

There is no integrated network in the area.

The proposed Theobalds Road link would not sensibly link up to current cycle tracks between Cuckfield and Haywards Heath. The more direct N-S route via farmland to Haywards Heath would do so.

The current roads of Burgess Hill are in a poor state.

Many are patched and potholed. As a cyclist, the current highways are unsafe for general cycle use. Rather than spending large sums of public money on legal fees and then perhaps CPOs on properties along the Theobalds Fox Hill route, would not it be more sensible to first provide safe cycling routes within the Towns. Recent new local housing developments have not included space for cycle routes. There are no safe cycle route for children to cycle to school  
There are no safe cycle route for commuters to the stations or for shopping in the centre of town.

MSDC needs to provide adequate integrated cycling infrastructure within Burgess Hill rather than proposing an unwanted route to Fox Hill.

TRRA are happy to maintain the current multi-use access of Theobalds Road.  
Its is a delightful rural lane with established hedges, green verges and mature trees. Residential vehicle access, walkers, cyclists and horse riders currently have use this resource. The draft proposal would destroy this ancient route.

The threat of Compulsory Purchase Orders to implement the policy with a widening of the road for traffic access as a through route to Fox Hill has the potential to open up further large housing developments on farmland to the East of Burgess Hill.  
Such a move could see MSDC being accused of using public money to enable profit for private developers against the wishes of local residents.

The Householders on the West Sussex part of Theobalds Road strongly object to this proposal. East Sussex residents along the route (Wivelsfield Parish) also object.  
TRRA would resist such a planning proposal strongly using all means at our disposal including legal action if necessary.  
Surely public funds could be better spent on local infrastructure e.g cycle routes for schools.

I hope that MSDC will quickly withdraw SA37.

828	Ms V Houchen	Organisation:		Behalf Of:		Resident
Reference:	Reg18/828/1	Type:	Object			

My comments below represent an objection to this scheme. Many residents along the affected roads will also object to it once they become aware of it. In the first instance it is surely incumbent upon the Council to inform every affected resident of such a scheme if it is seriously being considered? I was aware of the supplementary planning document which I believe was circulated in October, however I did not receive a copy of it. Having only learnt of the details of this scheme a few days ago via another resident, I then with some difficulty, managed to find the relevant document describing the plan. I still have not found where the diagram representing the plan is buried. It is not good practice or transparent to make residents fight their way through a very complicated and large document to find this information. A project on this scale, with compulsory purchase of private land should have been discussed with residents in advance of any plan being drawn up. Several residents have now met with a representative from Sustrans to view and walk parts of the proposed network pathway and shown that this route is not suitable in the location. How are two cycle paths/footways plus the normal road layout even going to fit into the width available??!! Even if compulsory purchase orders were made it would not physically work. It is just a completely non-viable proposal. Residents have been asking for improvements to be made to the pedestrian pathway along Fox Hill for years! The Council always seem to have some excuse for leaving the road as it is. We have also been asking for years for a bus service which would serve Fox Hill end of Haywards Heath and be a better start to improving infrastructure. Installing a project for a few people to use, the beginning and ending of which are not linked to anything either end appears to be a particularly badly thought out scheme. Surely there must be a better use for the significant sums of taxpayers' money that would be needed.

<b>1303</b>	<b>Mrs W Ironmonger</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1303/1	<b>Type:</b>	Object			

My attention was drawn to this by the Theobalds Road Residents' Association on Saturday, just as I was preparing to visit relations at the weekend. I was advised that I needed to respond by 20 November. Why was there no notice from you drawing our attention to this.?

I find the map and proposal difficult to follow.

The parallel cycle tracks proposal is designed for a cycle path width of 4.0m, 3.5m and separate equestrian and pedestrian paths not shown.

I cannot see that there is sufficient space for a cycle lane, let alone pedestrian paths for a significant part of the route. The 'Fox and Hounds' does not have a front garden, there are overhead telephone wire posts.

I am concerned about the reference to compulsory purchase. Are you proposing to demolish the pub and other properties?

The London to Brighton cycle run comes down Fox Hill in mid June and takes up the whole of the road so that access to properties is difficult and on a one-way system (I think that some of them may exceed 20mph).

We deserve a meeting to explain what you propose.

<b>1036</b>	<b>Mr D Johnson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1036/1	<b>Type:</b>	Object			

Having read the Site Allocations Development document I wish to comment as follows. The first 92 pages appeared to be part of a serious consultation process which will eventually affect other parts of Mid Sussex in the same way that Haywards Heath which has been blighted as a consequence of planning decisions resulting in cramped developments that are mostly out of character design wise with the surrounding neighbourhood which have been likened to Lego land. Good luck to those existing residents in the proposed new locations in their dealings with a planning department that takes minimal account of resident's viewpoints whilst pursuing housing targets.

Page 93, SA37

My initial reaction upon reading this section was to check that it was not the 1st day of April due to it being pure fantasy. This proposal should have been incorporated into the initial site allocation programme and appears to be an after thought which implies that developments already completed in way of Rocky Lane and Fox Hill were not sustainable with regard to walking and cycling as outlined in LTN 1/04 and the West Sussex Walking and Cycling Strategy 2016-2026 at the time of their approval. Are MSDC seriously contemplating demolition of the Fox & Hounds pub in order to facilitate space for a white elephant project that terminates at a busy roundabout where the air quality was predicted to exceed 40.0µg/m<sup>3</sup> in 2016. A separate document containing detailed calculations are currently being considered by MSDC pertaining to air quality in Rocky Lane.

I have read the well composed presentation from the Theobalds Road Residents' Association and fully agree with their logical reasoning regarding the route and therefore do not wish comment further with regard to SA37 until the next stage of the consultation.



<b>981</b>	<b>Mrs J Leaney</b>	<b>Organisation:</b>		<b>Behalf Of:</b>	Patrick Leaney	Resident
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<b>Reference:</b>	Reg18/981/1	<b>Type:</b>	Object
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We have two main concerns about flooding and noise

1. Firstly and most importantly the River Adur runs along the bottom of our 18 acres, which floods our fields regularly at all times of the year and has in fact come up over our fence on more than one occasion. If more development is allowed in the fields on the other side of the river, we will undoubtedly lose even more valuable grazing/arable land and I am very concerned for the wildlife that live in our river bank.

2. Secondly, I would like to express my concern and opinion that the width of the proposed cycle highway is actually just a guise to changing its use once again in the not too distant future, to a road. If you actually walk the length of the path, especially when it is flooded, it would seem wholly unsuitable for such an upgrade considering the regularity of flooding that occurs nearer the Fox and Hound Pub end at the back of Rogers Farm, especially with the new housing estates at that end. There is also another alarming consideration where there is a very steep bank which has been falling away and lessened quite considerably in width over the years near the bottom field of Clayhill Farm to a ‘floodplain’ on Clearwaters Farm.

We moved here 25 years ago for several reasons; to be near to our long term and likeminded friends; to home my horses and to enjoy farm and wildlife animals in this beautiful countryside and the fact that Theobalds Road was an unadopted single track lane, we felt we were safe from development.

I have ridden horses, walked dogs and cleared the bridle path regularly since we moved to Ryevale and also some 45 years ago when I worked at Peak Nurseries. I am very dismayed that there is a chance the bridle path will be upgraded to a cycle highway, although I do see the need in this day and age for a safe place for bicycles. It has been my experience over the years that horses can be very frightened and spook easily with bikes speeding up behind them noiselessly or racing towards them on mass. I am even more concerned that it will shortly be upgraded to a road as a cut through/bypass for the housing that is creeping in all around us. I will, of course, do everything possible to support the fight to save our road, our countryside and our privacy.

<b>1019</b>	<b>Mr R Maltby</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/1019/1	<b>Type:</b>	Object
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I am objecting to the creation of Theobalds Road to be used as a cycle way for the following reason.

1. The road is currently a bridleway which already allows cyclist.

2. This is not wide enough to accommodate a dedicated cycle way

3. This would link Valebridge Road to Foxhills, these are both very busy main routes into Burgess Hill and Haywards Heath and neither have enough room to accommodate a dedicated cycle way.

4. There has been no survey carried out to justify a commuter cycle way between the two towns

5. The funds would be better allocated in creating cycle routes within each town that would allow local residents to access local services and more importantly to create safe access ways for children to cycle to school.

6. I am in Wivelsfield Parish which is within East Sussex, with the election on the horizon there does not appear to be sufficient time for Lewes District Council to comment.

7. I wholeheartedly support the need to encourage more cycling but I feel this is a badly thought out route and would have limited use.

8. Adding tarmac and lighting within rural areas in not sustainable with high maintenance costs as well as not very environmentally friendly

<b>894</b>	<b>M McGuinness</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/894/1	<b>Type:</b>	Object
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Further to the proposed scheme regarding major changes to Valebridge Road I wish to object to this for the following reasons.

1. The reduction of my front garden of up to 4mts. would not allow sufficient space to park my car off road as required when my house was constructed.
2. My mentally handicapped son is picked up on a daily basis to attend his centre in Burgess Hill. How can this be safely achieved when he has to cross a cycle way???
3. The proximity to my front drive of a cycle lane would endanger my Partially sighted wife when she needs to use the footpath.

<b>334</b>	<b>Ms E Mustafa</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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<b>Reference:</b>	Reg18/334/1	<b>Type:</b>	Object
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The proposal to create a cycle route, linking Burgess Hill and Haywards Heath via Theobalds Road, is completely unsuitable given the current and future characteristics of this Bridleway and the surrounding area.

Firstly, the implementation of a cycle route in this location would be highly unsuitable; given the connection to the adjacent Valebridge Road. This major road often features drivers travelling well in excess of the 30 mph speed limit, not to mention the fact that a ‘blind hill’ exists on Valebridge Road, just a few meters north of the turning into Theobalds Road. Furthermore, recent parked cars along Valebridge Road have resulted in amplified traffic jams on this road, especially during the rush hour. Therefore, I feel that the implementation of such a cycle route (that directs cyclists along Valebridge Road) would put cyclists in danger. Additionally, as someone who occasionally cycles around Burgess Hill myself, I honestly cannot imagine a more dangerous, stressful and unsuitable route for cyclists. Overall, If this cycle route were to be implemented, it would simply be a deadly accident waiting to happen.

A second reason as to why I object the development of a cycle route within the proposed location is due to the characteristics of the local area. Theobalds Road is the LAST REMAINING right of way and ancient bridleway which links Burgess Hill to Haywards Heath. Therefore, this bridleway deserves protection based on this one fact alone.

Furthermore, the introduction of cyclists to Theobalds Road would predictably result in a range of issues. The most important of these issues is the danger that cyclists may encounter, on an ancient road with many blind corners and some motor traffic. Furthermore, the cyclists themselves may put other users of Theobalds Road in danger; including dog walkers, bird watchers, walkers, those on horseback and joggers. The likelihood is that if this cycle route is to be implemented, that people will use it as an alternative to driving to work/the school run. As a result, this could lead to speeding cyclists and a busy cycle route; both of which put the existing Theobalds Road users at risk.

Thirdly, any construction work in order to implement this cycle route could have a devastating and irreversible impact on local wildlife. Just this morning, I observed a group of Roe Deer in the fields adjacent to Theobalds Road; a beautiful sight that may not return if development works take place. Furthermore, in the last 4 months, I have recorded over 30 species of birds in the Theobalds Road area. One of these species was the Marsh Tit, which is CURRENTLY ON THE BoCC4 RED LIST (this is a list of threatened bird species, compiled by many organisations; including the RSPB and the British Trust for Ornithology). Therefore, it is vital to the ecological value and integrity of Mid Sussex that this area is protected from further development.

In conclusion, as an individual who has used Theobalds Road over a number of years, for jogging, walking and bird watching, I can honestly say that the area local to Theobalds Road will be irreversibly damaged by the implementation of a cycle route here.

980	Ms K O'Brien	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/980/1	Type:	Object
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The route you are suggesting for the Cycle Way would prioritise cycles over pedestrians and horses. It would also urbanise the bridle path which is not a good idea.

There is a better route which runs west of the railway line which is mostly on the Heaslands Estate. I understand they have said no but none the less it is a far better route, will head towards the new secondary school they are going to build and I suspect would cost the council far less as much of the route is already fairly accessible.

The bottom line for me is that MSDC should be improving the safety of cyclists by improving existing on-road routes around Burgess Hill and to Haywards Heath and should continue to keep separate cyclists and cars from the pedestrians, dog walkers and horse riders who enjoy the peace of this unspoilt bridleway.

Cyclists might discourage equestrians from using the bridleway forcing them onto the road. Of course, cars and horses are a terrible mix. Already, the number of cars now using Jane's Lane has significantly increased and many of these drivers seem oblivious to the highway code around passing horses. The bridleway in question is used significantly by local horse riders to keep off the roads.

Cyclists reach speeds of 10-25mph on the flat. We currently have a bridleway which legally gives priority to those on foot and horseback and cyclists must give way (legal since 1968). Make this a cycle highway and the priority is immediately given to cyclists regardless of the law and it will be horses and pedestrians who will have to give way. If there is an alternative option why discriminate against ramblers, dog walkers and horse riders in this way.

There is so much building going on (which I understand has to happen) but why then also target a rural, unspoilt bridleway which includes dells, streams and in spring/summer a beautiful wild garlic meadow - only to be concreted over along with everything else. I urge you to reconsider this proposal.

One final comment, is I was advised that members of the council were to visit this area yesterday and today (18th and 19th November respectively) - unfortunately most horse riders have to work in order to enjoy and afford their horses and a visit either at the weekend or an evening in spring, summer or early autumn would be a more realistic site visit.

1059	Mr and Mrs F and S Ortarix	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1059/1	Type:	Object
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From the propose plan, in doted purple line it seems that the cycle path is starting from Grange close a "cul de sac", onto Valebridge Road a major artery and part of Theobalds Road to the limit of Mid Sussex Council boundary that lead to no-where.

We totally support the cyle path linking both Town Burgess Hill and Haywards Heath. We aim to support our comunity fellows and would like to object to this proposal, as it may in the future be extended to our property boundaries. this proposal should be review.

The proposal of a CPOs "compulsory Purchase Orders make us feel that our property may be subject to questionning by future buyers if we decide to sell it.

We understand the great pressure towns Councils are under in terms of accommodating new infrastructure for Multifunction network, however is this instance the proposal does not make sense. The Northen Arc Western part of Burgess Hill and Wivelesfield Station area should be linked offering a better option by forming a complete cycling network adding links enabling access to Schools, Burgess Hill Town, Leisure facilities, and Workplace.

876	Mr M Pearson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/876/1	Type:	Object
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I live at Valebridge Road and would like to raise my concerns over the proposed cycle lane in Valebridge and Theobalds. Firstly, and from the information received, if anyone tries to sell their house or indeed needs to sell their house, the proposed CPOs are already filed and will come up in any searches made. This in itself without notifying the householders concerned is appallingly underhanded.

Secondly, if CPOs are made on our side this would reduce the amount of parking space on residents properties, which in my case, is used to the maximum. Where would we then have to park? This would also be the case for the opposite side of the road.

Thirdly, there are footpaths crossing the proposed cycle lane and witnessing cyclists reactions to any pedestrian on one in Brighton, there could well be needless altercations that this road doesn't want or need. I would also draw your attention to the speed some motorists drive up and down this road. We have long been waiting for traffic calming, as since the bypass has been build the volume of traffic has increased hugely. It is dangerous enough now for residents pulling out of their driveways without the added distraction of a cycle lane.

829	Ms A Potts	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/829/1	Type:	Object
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I strongly object to the planned Multifuction network proposed along Valebridge Road, Theobalds Road, Lunce's Lane, and Fox Hill.

By insisting on expanding these roads you will cause a lot of disruption to a major link into town, and a lot of existing properties and households. It is far more realistic to put this network along the Northern Arc development - which hasn't been built yet. By placing it in this development you would not disrupt a major road into town from Haywards Heath, nor the households and families along it. Furthermore you would have less work to perform (you would not have to rip out existing front gardens) which would lower the cost to the council.

Furthermore I am absolutely disgusted by the lack of contact on this matter between the council and the households effected. The consultation opened on the 9th October, and we in Valebridge Road were only informed about this matter NOT by the council itself but instead by one of the housing associations affected FOUR DAYS BEFORE THE DEADLINE. I am forced to wonder why we were not informed of this planned proposal which includes buying up via CPO our front gardens and then ripping them out - forcing houses that sat nicely back from the road (and allowed families somewhere to park) to now sit on the pavement itself (which also removes any privacy the families may want from the outside world.

I am unable to load the map which shows our road being effected by this highly questionable plan (which shows a complete lack of actual planning especially in consideration to your CURRENT CONSTITUENTS WHO VOTED YOU IN ) but if you follow the link here: <https://www.midsussex.gov.uk/planning-building/site-allocations-dpd-interactive-map/>

You will be able to see your own map which shows clearly the roads effected.

<b>1106</b>	<b>Mrs R Potts</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>		Reg18/1106/1		<b>Type:</b>		Object

Whereas I can and do support the need for sustainable transport options. I would like to raise the following issues:

1. If the map is to be believed the route starts in grange close, which is a cul de sac
2. There has been no Local opportunity for residents to view, and indeed ask questions on this, and how it might affect them. I have noted that there have been exhibitions in local libraries, which is fine, but as i work full time I do not regularly visit the library. It would have been nice to receive a letter from the council inviting me to attend one.
3. There has been, to my knowledge, no actual presentations by the council explaining what and why this is being done. I count myself lucky to have been notified by the chairman of the Theobalds residents association, who undertook, at his own expense to deliver letters to all residents of valebridge road.
4. I understand that there is an alternative route, what I would like, and no doubt many others is the chance to see and compare both of these routes.
5. I have grave concerns, about the residents of valebridge road, many of who are of senior years who would have no opportunity to peruse these documents, and may not even have access to, or understand how to use the internet. Has someone knocked at their door to explain what is planned? Yes, I know you are going to say, but we have done what is required by the regulations, but these are people’s houses and gardens, which they have spent years paying for. This plan, if approved for the valebridge road/Theobalds road area, is going to cut thousands of pounds off the value of their houses.
6. I understand that, although I am still trying to find the document in question , that it would mean a speed reduction down to 20mph, there is a high through put of traffic into town via valebridge road, and anything that slows it down, will add to journey time (and resultant increase in pollution by idling engines), and general congestion for an already busy part of town. Recently works has just been undertaken to add a pedestrian crossing to Jane’s Lane, (pity someone couldn’t afford the paint to make it into a zebra crossing as, in its current state, parents taking children to school and nursery are still taking their lives in their hands each day). Another case in point is the recent gas mains works in valebridge road, and leylands road gridded locked this area for weeks during rush hour.

In conclusion I would ask the following

1. Send to all of the residents accurate maps and information regarding this, if it must go here.
2. Allow

us the opportunity of an open meeting with the planning team to raise our concerns.

3. Extend the deadline for people to comment on this matter, I was only told yesterday and it closes on the 20/11/19.

767	Mr J Prodger	Organisation:		Behalf Of:		Resident
Reference:	Reg18/767/1	Type:	Object			

I am writing to comment on the proposed use of Theobalds Road as part of a new Burgess Hill to Haywards Heath Multifunctional Network, as described in Policy Number SA37. This indicates a possible cycle route from Grange Close (a cul-de-sac off Valebridge Road) running north up Valebridge Road, then turning right down Theobalds Road, into an unmade track to join B2112 just south of Fox Hill.

Whilst I applaud the concept of having a safe cycle way between Burgess Hill and Haywards Heath, I am concerned that the Council may want to apply standards to its construction that may make the implication of the project impractical. For example:

- It is intended that Theobalds Road, a bridleway surfaced and maintained by the residents, should meet the national standards for a cycle way or Multifunctional Network?
- If not, what are the implications for the residents?
- If Theobalds Road has to be 'upgraded' to meet these standards, will the Council take over the responsibility for its maintenance?
- Much of the proposed route is in East Sussex, and the section between Theobalds Road and the B2112 is currently an unmade track, which becomes VERY muddy during the winter months!

Who will pay for upgrading this section of the 'network' to the required standards?

- Has anyone from WSCC actually walked the proposed route to assess its viability?
- Has anyone made any estimates as to the cost of this proposal?

892	J Pryse	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/892/1	Type:	Object
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1 The major part of Theobalds Road is not in Mid Sussex so would it not be better to incorporate this into the substantial new residential and industrial areas being developed? Better to plan and incorporate rather than spend on a much more expensive project in existing residential areas.

2 Has thorough research been made into the likely growth in cycling between B Hill & H Heath? As one who daily uses Valebridge Road I have seen a substantial increase in vehicle traffic so that at busy times one parked car can cause a significant tailback.. On most journeys there will not be a bicycle between Theobalds and the Janes Lane . What research has been put into the assumed daily exchange of citizens?  
In an increasingly aging country I think it will be electric cars which will reduce pollution rather than providing more bike lanes  
Someone asserts that Holland is a good example of increased bike use. Hardly fair comparison given that Holland is a flat country and a long history with the bicycle..

3. In general I have never noticed any widely used roads in Burgess Hill having any significant number of bikes.

4. Is there any reliable evidence that there will be an increase in cycling between the two towns? There exists good public transport connections taking passenger directly to the heart of the towns rather than an uphill distance away. Both B H and H H could be described as dormitory towns as evidenced by the volume of parking on the streets of both.

5 At present in B H the main hazard to the relatively few cyclists seen, could be said to be the neglected pot holes in for example Leylands Road. Probably the existing cycle paths are already effective in enabling safe journeys to schools etc.

6 Turning next to Theobalds Road ( a misleading term and better described as a Bridleway completely maintained by the residents.)

A thorough and long term observation would disclose the following.

a) The narrowness ensures that the vast majority of the vehicle users drive with courtesy and restraint. thus already giving the pedestrians safe progress.

b) There is a daily steady flow of walkers attracted by a locally rare place to take a walk on tarmac surface enjoying a level of quietude rarely found anywhere else locally. Is this not something to be preserved? In Summer the trees and hedges give shade on even the hottest of days  
and sometimes there will be strollers,Mums with prams and walking groups in addition to the many daily dog walkers.

c) Cyclists already use Theobalds in very small numbers and so far as I have seen they are recreational groups who like to explore byways.

d) I hope that if this project proceeds, a detailed wildlife survey will be made. In my garden this year I had nests : Bluetit. Coal tit, Robins. Blackbird, sparrows and pigeons. I have been told by people far more knowledgeable than I that there are endangered species such as hedgehogs, badgers, deer and more,likely to be endangered particularly if any vehicle access stops Theobalds being a cul de sac.

1110	Mr F Radillo	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1110/1	Type:	Object			

Comments to the proposed eastern route option for the multifunctional network for Highway Schemes SA37 within the DPD for the Mid Sussex Strategic Plan Site Allocations Draft Document.

As a resident of Theobalds Road, and representing a family that has lived in Burgess Hill and regularly cycles around this town, I object to the proposal to develop the cycleway portion of the proposed multifunctional network.

Please find below the reasons for my objection:

1. The proposed network does not fulfill the immediate requirements for cycle paths in the town. There are no safe networks in the town to enable children to cycle to school and if we really intend to promote a cycling culture in the UK we must address this deficit first. In comparison to the number of children who would like to cycle safely to school, the numbers of adults who use the roads as a cycle route are minimal and the figures certainly do not warrant the development of a network along the proposed route.
2. We believe the proposal of a cycle network to be simply a smokescreen to conceal a more sinister intention to develop the road as a full two-way road, suitable for all traffic. To this end, we fully object to this proposal because it would wipe out a huge amount of green space, encroach heavily upon private property and cause the town to lose one of its last historic routes.



<b>832</b>	<b>Ms S Roberts</b>	<b>Organisation:</b>		<b>Behalf Of:</b>	Theobalds Road Residents Association	Resident
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<b>Reference:</b>	Reg18/832/1	<b>Type:</b>	Object
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I share your concerns with regards the roadway and bridleway junction beyond the viaduct on Rocky Lane. It is dangerous even for cars and has been the site of one serious car accident already. It is highly risky to run, walk, ride or cyle that section of Rocky Lane as I have found out myself when I tried running to Hayward Heath. Never again.

With regards to your second point and any ambition to convert Theobalds Road into a commuter cycleway, I share your concerns. I was contacted by Janet Henderson in Downscroft last week after she witnessed a near-collision between a van and two horse riders. She was out walking her dog on Thursday and saw a white van come speeding down the bridleway doing more than 30mph taking the blind corner at the entrance to Antye House field at top speed. It missed a head-on collision with two horses and riders just around the bend by a few metres. Terrifying for everyone and the driver was abusive when he was told by all three to slow down. Janet Henderson did not recognise the van or the driver so it is unlikely to have been a resident.

Thank you for your email. The TRRA will keep you updated on MSDC's plans for a multipurpose network cycleway when we have more information.

FYI regarding the BHS Road Safety Awareness Week details below.

Two points to raise:

1) Three of the girls from Clearwater Yard had a very near miss on Sunday morning (19th Nov) where a car travelling far too fast South along Rocky Lane almost went into a horse. They were riding from the bridleway (with the log across the end) back to Clearwater Lane under the railway bridge- so only those 50m. Very frightening for all but shows how unsuitable this bit of road is for recommending as part of a cycleway.

2) If MSDC do change the status of Theobalds Road bridleway to that of a cycleway I am very concerned that this will drive several of my horseriding liveries off the currently safe bridleway onto the roads. If the TR bridleway becomes a busy cycle route then this might force those with young or nervous horses along main roads to other bridleways. In my view horses and cyclists do not mix well. Theobalds Road bridleway is the ONLY bridleway that we can access direct from Clearwater Livery without having to use a main road. We need more safe off-road riding routes.

<b>831</b>	<b>Mr S Sargent</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
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<b>Reference:</b>	Reg18/831/1	<b>Type:</b>	Object
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I have lived at Bedelands Farm all my life and I breed horses and sell horses mainly for a hobby and break in young horses, train and school them, on Theobalds bridleway. I come up Theobalds Raod, off the main road at Valebridge, to find a quiet road with a surface that is good for my horses and carriage (trap) surface. Theobalds is metalled but the horses don't slip. Good for them and the trap.

I use the trap to break in the horses. Get them used to the road and cars before I go on the main road with them. This is not only the best place it's the only place to bring the trap because you have no permit at Bedelands because it is a nature reserve. I take them all the way to the farm at the end and back.

If this commuter cycle road goes ahead the chances are I will not be able to bring my horse and buggy here again. The road is busy with cars and lorries. Some of the people drive too fast and it's narrow down there. The horses don't like it. I don't want cyclists a well.

1033	Ms J Sayers	Organisation:		Behalf Of:		Resident
Reference:	Reg18/1033/1	Type:	Object			

I would like to show my objection to the multifunction network along Valebridge Road and Theobalds Road leading to Fox Hill.  
Whereas I do support the idea of improved cycle access, I feel that it would be better focused on improved cycle ways to schools and into the centre of Burgess Hill and Haywards Heath.  
I really would not like to have my front drive compulsorily purchased for a scheme that has no cycleways leading to or indeed away from the proposed end points.  
One car parked on Valebridge Road causes queues, I would not like to imagine the chaos that the numerous parked cars would pose if we were to loose our front drives

866	H Simmons	Organisation:		Behalf Of:		Resident
Reference:	Reg18/866/1	Type:	Object			

It was not clear from your email of the 9th October that, secreted in the Draft Site Allocations Development Plan Document was Highway Scheme SA37 to which I would add, no link was provided.  
Were it ever to be adopted, the effect of this proposal on the Fox Hill area would be quite devastating. As I understand it, the Council would compulsorily purchase private property in order to create what would amount to a race track for cyclists down Fox Hill without affording any benefits to the area's residents.

I think the point has been made already by several residents that, given the magnitude of this ill conceived scheme it is quite astounding that MSDC has chosen not to make the details widely known to local residents. The result of such restraint can only raise concerns that the Council would like to be a position to say that 'no objections were received'. This is of course not the first time that MSDC can be accused of obfuscation in matters of fundamental local importance and I would like to think that in this instance, the lack of transparency is a result of oversight rather than design.

Given that the closing date for comments regarding the plan is today, I would ask that you register this email as an objection but I would like to follow up with a more detailed communication when I have time to consider the full nature and ramifications of the Council's proposal. Given that there cannot be any particular urgency involved I would be obliged if you would confirm that the date for acceptance of representations is extended by at least two weeks that is I think under the circumstances, a perfectly reasonable request.

1002	Ms J Slater	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1002/1	Type:	Object
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I am writing to object to the proposal to use Theobalds Road as a Multifunctional network eastern route as outlined in policy SA37.

I support the objections already lodged with MSDC by Wivelsfield Parish Council and Theobalds Road Residents Association.

My property does not front onto Theobalds Road, so would not be subject to any CPOs. Nevertheless, I object on other grounds as mentioned below.

I object to the bridleway status of this private road being changed.

The proposal identifying this eastern route for the delivery of a dedicated strategic cycle network compromises existing users of this private road and bridleway and wildlife.

I object to this route being selected and then having to be lit to conform to design specifications – lighting is currently limited along the entire length of Theobalds Road and is necessary to keep the existing darkness for the wildlife the area supports and enjoyment of local people. Light pollution would be detrimental.

I object to the removal of long-established and ancient hedgerows or felling of a significant number of mature deciduous trees.

The ditches along Theobalds Road are essential for drainage.

If the aim to provide a cycle network is a ‘green’ aspiration, the works needed to provide a multifunctional network along this route are anything but green.

If the aim to provide a cycle network for commuters – although the demand and viability of the route is questionable - the speed they would expect to be able to travel at along Theobalds Road simply would not mix with other users of Theobalds Road. Furthermore, the driveways to properties mainly lie back from the road behind hedgerows – it would be unsafe for cyclists, even if all the current frontages came under CPO and the hedges were removed, as the property owners would plant new hedges.

Drivers using this no through road are able look for pedestrians and anyone on horseback, i.e. users of Theobalds Road who are not travelling at speed and who can stop and give way, as required. The change of use to satisfy the strategy for commuter cyclists, linking Haywards Heath and Burgess Hill, would be entirely different. For example, it's not uncommon for me to agree with horseback riders which of us is going to go first as I try to exit my driveway. I'm looking for them and they are looking for movements by property owners. Sometimes it is necessary to stop and start several times even using a short stretch of Theobalds Road, just to let dog walkers or children pass safely, or horseback riders, quite apart from pulling over into driveways for other vehicles and the farm tractor that goes up and down. Or we need to stop for hedgehogs and frogs at night time that get picked out by car headlights, and slow down for the many foxes and cats that dart out from the hedges. We have more squirrels here than I’ve seen elsewhere and they are forever darting across the road and doubling back on themselves. Being a private road and no through road, we tend to know and respect other residents and the regular dog walkers - and it works as it is now.

The junction of Theobalds Road, which is very narrow with poor visibility, and Valebridge Road, on the brow of a hill, is challenging for vehicle drivers in terms of the width of Theobalds Road and the speed of traffic on Valebridge Road, and would be a danger to cyclists.

Fox Hill and Valebridge Road are inappropriate roads to take a commuter cycleway/multifunctional network. The western route seems better – incorporate cycleways into the design of new residential and business developments planned for that area.

The proposed eastern route terminates at the roundabout at the top of Fox Hill – i.e. it goes nowhere – and comes from nowhere in that it is shown on the maps used to support SA37 as starting in a cul-de-sac known as Grange Close (perhaps meant to be have been drawn in a different place, maybe the footpath and single track under the railway line linking Valebridge Road to Bedelands Caravan Site and land identified in policy SA36?).

The ambition behind policy SA37 to connect Burgess Hill and Haywards Heath for a strategic cycle route seems aspirational rather than demand-driven. And compromises the route for other users.

As the majority of the land you propose to use along Theobalds Road falls outside MSDC, please consult with property owners directly, or via Theobalds Road Residents Association, on any future proposals and consultations, especially where MSDC propose to safeguard land outside MSDC boundary for potential CPOs to deliver its Plan.

959	Ms C Smith	Organisation:		Behalf Of:		Resident
Reference:	Reg18/959/1	Type:	Object			

I sincerely object to the new multifunction plans that will affect Fox Hill with a new cycle route, bridle path and pedestrian access.

As a resident of Fox Hill, I cannot understand why we have not been made aware of possible CPO’s to our land and why this has been kept under the radar when it has such drastic consequences for us.

I am a keen equestrian myself, and would never risk taking my horse anywhere near Fox Hill or Valebridge due to the dangerous speeds and driving that frequent these roads, equally, this really would be a “road to nowhere” as there is nowhere for riders to travel to and no benefit to us at all. I was previously based at Clearwater Farm on Rocky Lane, I believe this is the only livery Yard in the area that would have access to this bridle path it and would be a pointless bridle path for any rider to use.

A CPO would have such detrimental affect on residents of this area for very very little benefit of Haywards Heath. Whilst I understand the efforts to encourage cyclist, pedestrians and equestrians, I really think this location is a terrible idea and very few people would reap the benefits.

I do, however, think efforts should be made to make Fox Hill a safer road. There is no enforcement to the 30mph speed limit and it is very rare that I see any driver abide by this, I am frequently woken in the night to drivers taking advantage of the speed they can gain from the hill and I am very surprised that there has not been more casualties. Widening the road would only encourage speed as drivers will have a wider view and more space to race.

Concerns should also be raised for the volume of traffic using Fox Hill roundabout, there are often long tail backs on this roundabout and it would be ludicrous to add more cyclist and equestrians into the mix.

984	Mr A Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/984/1	Type:	Object
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I have only just heard about this DPD. It seems surprising that a plan talking about such drastic road widening and probable CPO's is being considered without any publicity to residents in the potentially affected areas.

My concerns/objections are both personal and general.

The widening of the B2112 at Fox hill would be likely to severely affect parking and access for Scrase Hill terrace and other residences.

The widening of the road would require significant CPO's and would affect the perception of driving in to Haywards Heath particularly up Fox Hill

The path through ancient woodland would severely affect the balance of the ancient wodlands and some of the most beautiful bluebell woods in Sussex if not the UK.

These seem to be better potential cycle paths as proposed by David Young from Sustrans yesterday which will not involve any CPO's, and keep the cycle path on a more level and enjoyable route.

My reply is brief, because of the extremely short time from finding out about this document through a neighbour/friend. However the proposal seems to be a very expensive, environmentally damaging option taking bicycles from two points with no further specific cycle route connections. Better routes are available as postulated by David Young from Sustrans.

868	Ms P Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/868/1	Type:	Object
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I would like to object to the above proposal. There is no evidence to suggest that there is a need for this cycle route. The distress to the home owners, who would be affected by this proposal together with the cost of the scheme, is beyond belief. Could the money not be spent on more worthwhile causes. A total waste of money. Cycle lanes would make access to and from the existing roads onto Foxhill more difficult than it is already is, due to the amount of and speed of traffic.

My back garden and double garage lay parallel with Foxhill, so the suggestion of compulsory purchase has caused much distress. There should have been a public consultation, especially with the households likely to be affected. I did not know about this proposal until the 17th November and I know a lot of people still don't. Well hidden!

865	Mr I Smith	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/865/1	Type:	Object
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I strongly object to the proposed multifunctional network incorporating Valebridge Road/Theobolds Road and Fox Hill it is a total waste of money and I would like to see your evidence suggesting that it is required.

The propsed route does not even connect to any existing equestrian/cycle paths which effectively makes it a path from nowhere to nowhere.

The whole concept of a combined equestrian/pedestrian/ cycle way is flawed. Horses do not get on with cyclists, cyclists spook horses risking serious injury to both parties and cyclists don't mix with pedestrians which is why pedestrians use a footpath and cyclists use the road.

I would like to know where people from the potential 159 properties affected by your CPO's are going to park their cars. These days people have to adapt and utilise their front gardens for parking there cars because there is so little on road parking, so once you have removed their gardens under CPO's to incorporate this ridiculous route where are they going to park?

There is also the queston of the suitability of any of the roads and the bridle path on the proposed route. Fox Hill in particular is very busy and although it shouldn't be, it is very fast due to a high percentage of speeding vehicles and zero enforcement. This problem will only be exacerbated by the proposed closure of Hurstwood Lane and the hundreds of houses that are being built in the area.

The millions of pounds wasted building this ridiculous multifunctional network would be better used repairing and resurfacing our roads some of which urgently require it and upgrading the towns infastructure which is at breaking point.

1097	Mr K Stiffell	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1097/1	Type:	Object
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I am commenting on the plan for the multifunctional network along Valebridge road etc. While I am in support of cycle paths, the proposed cycle path does not join onto any preexisting connections. Additionally, as a resident in the area I am aware that there is a notable lack of parking, and so many residents including myself have turned our front gardens into driveways. The CPO of these driveways would lead to increased congestion of parking and more dangerous roads as the cars try to navigate it. I urge you to consider an alternative route that would better serve the community.

1095	Mr B Sykes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1095/1	Type:	Object
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As a resident and member of Theobalds Road Resident Associaton, I am writing in support of our chairman Robin Walkers objection to the eastern commuters cycleway / network proposed for Theobalds Road.

To incorporate the bridleway in the proposed route for SA37 would be an outrageous overspend of public funds, and in my opinion the alternative route via Bedelands Caravan Park would provide a more viable attractive route.

1094	Mrs E Sykes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1094/1	Type:	Object
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As a resident and member of Theobalds Road Resident Association, I am writing in support of our chairman Robin Walkers objection to the eastern cycleway proposal for Theobalds Road & MSDC's policy site allocation SA37.

Theobalds Road is a much loved, private road and unspoiled public bridleway, providing a unique experience to cyclists, walkers, bird watchers, equestrian users, and to the residents and their families who have chosen to live here.

Should this illogical proposal go ahead it will mean compulsory purchase of land, the removal of ancient hedgerows and felling of mature tress, all causing decimation to this unique landscape

881	Mr & Mrs R & L Taylor	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/881/1	Type:	Object
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We are writing to you as residents of Theobalds Road having lived here for 17 years. Firstly we fully support the provision of better and safer cycle routes within and between Burgess Hill and Haywards Heath - as Rocky Lane for example is completely unsuitable for the present mix of cyclists and cars due to its narrowness , many sharp bends and the speed of cars.

However this proposal using the roads above - including Theobalds Road - is totally inappropriate - because in our view:

- 1) at least one better option is available - from the Green way to the top of the Northern Arc to the west side of Hayward's Heath - running along / close to the western side of the railway line. This would avoid massive disruption in the whole area and looks much more straightforward to implement.
- 2) A huge number of Compulsory Purchase Orders for land would be needed - our Residents Association estimates between 84 and 159. Apart from the sheer complexity of doing this, and the loss of front garden space that for some would change the nature of their house significantly, this appears to be a wholly inappropriate use of tax payers money when better route options are available.
- 3) This proposed route is a 'route to nowhere' as there are no cycle routes from its end points. A much more strategic approach to such a network appears to be needed.
- 4) The whole nature of Theobalds as a popular walking and horse riding route would be changed detrimentally and unnecessarily. You should be protecting such an asset not significantly widening it and ruining the country lane aspect which makes living here and using the bridleway so attractive.

For these reasons we respectfully strongly object to this multifunctional routeway and ask that this proposed route be dropped from your plans.

974	Ms T Townsend	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/974/1	Type:	Object
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Object
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<b>1081</b>	<b>Mr M Trowbridge</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1081/1	<b>Type:</b>	Object			
<p>I strongly object to the proposal for this multifunctional network and concur fully with comments submitted by Robin Walker from the Theobalds Road Residents Association. In addition to the route with unclear provision at each end point I do not feel that combining a bridle way with cyclists is a good mix. Horses are easily spooked by cyclists leading to potential safety issues.</p>						

<b>751</b>	<b>Mr I Turnbull</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/751/1	<b>Type:</b>	Object			
<p>Thank you for delivering your letter about the proposed alterations to the local road network, including Valebridge Road. I was appalled to learn that Mid-Sussex Council are thinking of taking some of my front garden to make room for a cycleway. If I have understood the plan correctly, it appears that the purpose of this cycleway is to provide a segregated route for cyclists travelling between Burgess Hill and Haywards Heath. While I commend the notion of providing safer routes for cyclists within each of these towns, I would have thought that the numbers of cyclists wishing or needing to travel from one to the other would be quite small, especially given that there are frequent and regular bus services connecting the two towns. I would like to offer my full whole-hearted support to any consortium acting to oppose such a plan. In addition to the effect it would have on my garden (there are several mature shrubs at the very front, along the property boundary, which would inevitably be doomed), it is worth mentioning that VirginMedia have quite recently devoted a lot of time and effort putting in underground cabling along the roadside: I imagine most of this would have to be dug up and repositioned, at no small cost.</p>						

<b>987</b>	<b>Mr R Turner</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/987/1	<b>Type:</b>	Object			
<p>I do not object to more cycle lanes as such but think it would more prudent to suggest that there is better cycle access to the town centre and the schools, rather than 'a road to nowhere'. I also object to the possibility of having my front garden and drive compulsorily purchased on the grounds that that would restrict the amount of off road parking for my property and that of my neighbours, something that has been increasingly problematic in the area, particularly since there has been more new housing granted in the immediate vicinity.</p>						

<b>1062</b>	<b>Ms A Tweddle</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		Resident
<b>Reference:</b>	Reg18/1062/1	<b>Type:</b>	Object			
<p>There are no cycleways leading to or from the current end points of this proposed route. Whilst I support the idea of improved cycle access I suggest that cycle infrastructure would be better focussed on improving cycle ways to schools and into the centres of Haywards Heath and Burgess Hill.</p>						



**1070** **F Wallace** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

I strongly object to the proposed cycle route from Burgess Hill to Haywards Heath, possibly necessitating the compulsory purchase of private property to accommodate this. It is absolutely ludicrous to introduce a cycle route along such a busy road as Fox Hill without any thought as to where the cycle route would go from the roundabout at Rocky Lane/Fox Hill. Residents have been campaigning and complaining for years about the speed and condition of Fox Hill. Most users have no consideration at all for the speed limit of 30mph, with boy racers treating it as a race track. A new VAS near the new housing estate at Gamblemead has long been obscured by hedges from Cleavewater Farm but nothing has been done about that. I suggest that you put right what is wrong in the area before introducing new hairbrained schemes.

**973** **Ms K Welsh** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

This appears unnecessary and unconsidered. The proposed cycle paths do not join on to existing cycle routes nor do they improve transport access to schools or local businesses given the proposed are limited and are by no means in a central part of Haywards Heath where it could assist multiple users. It would also appear there are better options for such a scheme on the Western side of town.

Whilst the idea of improving cycle routes is laudable to have a CPO placed on our garden without there being any material benefit to the wider community is not something we could support.

**1082** **Ms S Went** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

Fox Hill Residents were only made aware of this proposal by another residents association, a few days ago. It is common decency to let affected residents know personally when a proposal affects them directly. MSDC have failed to do this or give adequate time for residents to make comments/objections. The typical result of this omission would probably be that MSDC would conclude that Fox Hill residents 'made no objections'. Let it be known that Fox Hill residents do object both to the proposal and to the underhand way that MSDC have gone about avoiding our views.

**1082** **Ms S Went** **Organisation:**  **Behalf Of:**  **Resident**

**Reference:**  **Type:**

SA 37 the Theobalds Road to Fox Hill route for a cycle network is a poor choice. It 'piggy backs' a popular leisure walk for dog walkers and horse riders for most of its route which is currently inadequately maintained by both East and West Sussex. Historically a large part of the route at the Fox Hill end is waterlogged through the winter months and most recently with the over development of the area, the route has been like an overflowing river with impassably deep water covering the path whenever it rains. The new development on the Gamblemead site is currently having its sewage and waste water 'tankered' off site due to a problem locally with drainage of surface water in the Fox Hill area. The proposed cycle network at Fox Hill opens out onto the B2112 just below the brow of a hill to the south and at a point where the main road can become waterlogged when it rains. The proposed network then rises uphill on a road whose width only allows for one narrow path on the western side of the road at present. There are two listed buildings on the eastern side of the road and an area of Ancient Woodland and hedgerow. A large part of Fox Hill has been named an Area of Townscape Character by the town council. There is no scope to widen this road further without destroying its character. Added to this, the cycle network has no apparent destination and falls short of providing any safe route into town as it stops at the top of Fox Hill. What purpose does it serve?

650	Mr S Whitmill	Organisation:		Behalf Of:		Resident
Reference:	Reg18/650/1	Type:	Object			

My house is located on Theobalds Road which is an ancient bridleway. I am a member of the Theobalds Road Residents Association and contribute to the fund which the residents have set up for the maintenance of this private road.

Theobalds Road is a highly valued community asset providing safe access for walkers and horse riders into the surrounding countryside.

The main appeal of this road is its peaceful nature which is partly a result of it providing no through route for traffic. Its is a very narrow road with poor visibility for vehicles leaving their properties so traffic generally moves at an appropriately slow pace.

To change this bridleway into a cycle highway would provide a dangerous mix of motor vehicles, walkers, horse riders and cyclists and if the road was widened sufficiently to separate each of these users if would destroy the unique quality of the environment along with the ancient trees and hedgerows which currently run along its edges.

Whilst Burgess Hill is in need of safe cycle routes to connect it with adjacent towns the use of Theobalds Road would be an extremely destructive act. The Council should be seeking to protect and enhance its existing community assets and not to destroy one of the few that has so far survived intrusive development. Any new cycleway should run alongside the main highways or take a new dedicated route through the open countryside.

<b>1051</b>	<b>Mrs H Pierce</b>	<b>Organisation:</b> Mid Sussex Area Bridleways Group	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/1051/1	<b>Type:</b>	Neutral	

1. The Mid Sussex Area Bridleways Group is an independent voluntary organisation that works to protect and improve the opportunities for equestrians who ride in a wide area centred in Burges Hill. Established in 1978, we have weathered many local and national plans over the years and always endeavour to respond constructively. MSABG is affiliated to the British Horse Society and is a member of the Open Spaces Society.
2. MSABG is pleased to see that there has been some thinking about provision for non motorised user access within this document. Safeguarding the land for these links to be provided as development proceeds within the Northern Arc is much appreciated by groups such as ours.
3. Comments in bold indicate where appropriate changes could be made to the consultation document to aid clarity. (NB We have also used this response to record some thoughts regarding some of the routes which we hope can be input to the next phase of delivering these routes.)
4. Your map at Appendix E should show which paths are existing public footpaths and bridleways. This would better illustrate how the proposed paths integrate with the existing path network.
5. FP 104CR is shown terminating at the northern extremity of Kiln Wood. It is not clear what this is intended to link with. This needs to be clarified in the final document. The obvious link is to the Rookery Farm development but as approval for this was prior to the current District Plan no consideration for Non Motorised Users could be secured.
6. The possible routes though each of the development plots associated with the ‘new’ ring road have been gradually blocked off. Under the old District Plan developers did not have to consider Non Motorised Users or the rights of way network. We hope that there is still scope for a route to link to a crossing point over the Haywards Heath Ring Road so that users can then travel north to Bridleway 26CU and the behind-the-hedge path on MSDC land alongside the north side of the ring road.
7. The start and end points, Freeks Lane (Burgess Hill) and the behind-the-hedge path (Haywards Heath) makes this an attractive, safe and direct route between the towns.
8. The link between BW 87/91/92 CR and BW Wivelsfield 3 should be upgraded to BW status to provide an east-west route for all NMUs. Wivelsfield 3 is much used by those local equestrians who can safely access it. It is an entry point to good toll-riding routes at Oathall. However, the use of the route is challenging to use along its whole length as it terminates at the busy B2113 and at Valebridge Road. Neither of these is hospitable to cycles or horses. As a route between Haywards Heath and Burgess Hill it is of limited appeal as neither end is close to the town centres.
9. The path though the Heaselands Estate would presumably involve bridging the ring road. Costly, but the depth of the cutting suggests that a level bridge may be possible. There are several ways in which linkage to the Ashenground Bridleway might be attained giving easy access to Haywards Heath town.
10. Many of the routes shown in SA37 link to existing bridleways. So, where proposed paths are currently public footpaths they should be upgraded to bridleway status in order to be available to widest variety of users. Likewise, where the paths are new then these routes also should be created as bridleways.
11. Surfacing should be appropriate to both the expected use and the situation of the route. Impermeable surface (blacktop) should be avoided and is certainly not appropriate on the routes that pass across the countryside. The relevant user organisations should be consulted as to suitable surfacing on a case by case basis. Existing PROW should not be resurfaced to the detriment of the primary intended user.
12. Although inclusion in this document is simply to safeguard the ‘space’ for these paths, it would be

advisable that the intended “nature” of the paths should also be included. Ideally these should be “green corridors”. DP22 of the District Plan will allow delivery of these routes as the land is developed. A clear idea of the nature of what the developers are required to provide should be established early. Eg:

- preservation of hedge-lines, trees and other vegetation as green corridors
- maintenance of the country feel of the paths to increase enjoyment of their use

13. MSABG looks forward to the establishment of these new links and, as with the Green Crescent/Circle supports MSDC’s efforts to provide ‘green’ multi-user access in what is becoming a very urbanised environment in the Haywards Heath/Burgess Hill area. MSABG is keen to be involved with future plans for this.

<b>Policy: SA38 – Air Quality</b>			
<b>Number of Comments Received</b>			
<b>Total: 6</b>	<b>Support: 1</b>	<b>Object: 4</b>	<b>Neutral: 1</b>
<b>Comments from Organisations / Specific Consultation Bodies</b>			
<ul style="list-style-type: none"> <li>Concur with the requirement for air quality assessments to be provided in relation to impacts on Ashdown Forest (Natural England)</li> <li>Council notes the HRA and certain considerations which are key to the conclusion of “no adverse impact” on the Ashdown Forest. The Council reserves the right for further comment upon receipt of its own inspector’s report on this matter (Wealden District Council)</li> <li>Call for a policy that is clear, objective, fair, flexible and legally compliant – changes to SA38 are needed (CPRE)</li> </ul>			
<b>Key Issues Raised – Residents / Other</b>			
<ul style="list-style-type: none"> <li>The NPPF has been clear on air quality guidance and potential impacts of air quality since 2012, however this policy has only been drafted seven years later. Reference to the 2019 version should be replaced by latest version of the NPPF.</li> <li>This consultation requires latest air quality statistics in order to assess the air quality of proposals before the go ahead.</li> </ul>			
<b>Actions to Address Objections</b>			
<ul style="list-style-type: none"> <li>Air quality/HRA/Ashdown Forest matters to be addressed within the Statement of Common Ground with Wealden District Council</li> <li>Review references to NPPF and revise/update where appropriate</li> </ul>			

710

Ms J Coneybeer

Organisation: Natural England

Behalf Of:

Statutory Consultee

Reference: Reg18/710/32

Type: Support

For SA38 Air Quality, Natural England concurs with the requirement for air quality assessments to be provided in relation to potential impacts on Ashdown Forest SPA and SAC, as part of project-level Habitats Regulations Assessments (HRAs).

595

Ms M Briginshaw

Organisation: Wealden District Council

Behalf Of:

Local Authority

Reference: Reg18/595/13

Type: Neutral

The Council has reviewed the Regulation 18 HRA that accompanies the Draft Site Allocations DPD. The Council notes that the direction of the HRA and certain considerations, which are key to the conclusion made of 'no adverse impact' as a result of air pollution on Ashdown Forest, diverge from the approach taken and the overall conclusion made in respect to the HRA Submission Wealden Local Plan.

Wealden District Council is mindful that in due course it will receive the Inspector's letter. On this basis, the Council wish to reserve the right to further comment on the HRA, when it has had the opportunity to consider the Inspectors letter in detail. In the meantime, please see the Wealden Local Plan HRA and supporting documentation and evidence. You may also wish to consider information submitted in respects to a recent Planning Inquiry relating to Mornings Mill,

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b>	Reg18/689/34	<b>Type:</b>	Object	

Poor air quality is a key health and environmental issue. So it is an issue that requires a robust policy. Both DP29 and the current draft SA38 fail that test. We call for a policy that is

- clear: so that developers and others know precisely what is required of them and of the Council, and the standards by which the effect of development proposals will be judged;
- objective, so that the types of pollutants of concern, and the criteria and thresholds by which they will be measured and monitored are precise rather than (as currently drafted) vague and subjective;
- fair: so we suggest that the policy be benchmarked against national air quality standard regulations, and not discretionary in its application;
- flexible, to recognise the likelihood that national regulations may well tighten in future and that the suggested Council's benchmarking policy remains in step with changing national standards;
- legally compliant, which the current draft is not (in our opinion) as regards the requirements and language of the Habitats Regulations in respect of Ashdown Forest.

Changes to the current draft SA38 needed to make the policy suitably robust are suggested in our mark-up at Appendix 1.

The sustainability appraisal of SA38 is unacceptable. Rather than comparing the merits of the current policy that you have already (and rightly) decided needs to be upgraded, you should, in our view be comparing practical alternative ways in which good air quality can be maintained throughout the District, in which that high quality can be effectively verified on an ongoing basis, and effective steps can be taken to ameliorate any problem locations. Delivery should be monitorable and measurable against clear minimum quality criteria which are identified within the policy, which neither SA38 or DP29 do.

<b>682</b>	<b>Mr P Emms</b>	<b>Organisation:</b> Gladman	<b>Behalf Of:</b>	<b>Developer</b>
<b>Reference:</b>	Reg18/682/7	<b>Type:</b>	Object	

The policy requires assessment and minimisation of air quality impacts in locations in close proximity to existing or potential AQMAs, where growth is planned through the MSSA. In such circumstances, demonstrable mitigation measures will be required via planning condition or obligation. Further, any developments resulting in an increase in traffic will be expected to demonstrate how in-combination impacts have been considered in relation to the Ashdown Forest SAC.

However, given that at least one neighbouring authority also within the Ashdown Forest 7km zone of influence is placing a restriction on development until suitable mitigation measures are identified and delivered, Mid-Sussex should give greater consideration to accommodating the consequent unmet needs of its neighbours.

<b>1036</b>	<b>Mr D Johnson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1036/2	<b>Type:</b>	Object			

SA38, Air Quality

“3.29 National planning policy is clear on the importance of taking into account the potential impacts on air quality when assessing development proposals. In particular, national policy identifies the importance of preventing new and existing development from either contributing to or being put at unacceptable risk from pollution and that new development is appropriate taking into account any likely effects.”

The National Planning policy has been clear on the importance of taking into account the potential impacts on air quality since 2012 as defined in paragraph 120 thus: “120. To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.” Seven years later after numerous developments having been approved, including one in which MSDC had a vested interest, MSDC now wish to adopt the content from paragraph 181 contained in the latest version of NPPF, closing the stable door comes to mind. Other paragraphs within the NPPF, such as 2 in the Introduction and 170 are also relevant to air quality, and worthy of inclusion. NPPF has been revised twice in two years and could be further revised. Reference to the 2019 version should be replaced by latest version of NPPF.

<b>1082</b>	<b>Ms S Went</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
<b>Reference:</b>	Reg18/1082/3	<b>Type:</b>	Object			

SA38 Air Quality. A resident of Fox Hill has reported to the MSDC planning department that its air quality figures for this area are incomplete and therefore cannot prove that the air quality is acceptable by Government and EU standards. He has gone further to say that if the emission figures for the missing months were provided by MSDC, the public would be likely to be made aware that air quality falls below the acceptable standard. He is awaiting a reply to the statistics he has provided them. This consultation would require the most up to date and complete set of statistics in order to assess air quality for this proposal to go ahead, in the interests of public health.



## **General Comments**

### **Site Allocations DPD – General Issues / Principles**

#### **General**

Comments Received: 18

- Overpopulation of the South East (Resident).
- Lack of supporting infrastructure for housing and employment growth – missing from ‘four main aims’ of the DPD (Resident).
- Jargon could be simplified/explained, e.g. Northern West Sussex Housing Market Area (Resident)
- Copthorne taking greater levels of growth than other villages in the District – lack of infrastructure to support this (Resident).
- Overdevelopment of East Grinstead - insufficient infrastructure (Residents - multiple).
- Burgess Hill regeneration is inappropriate in terms of building heights, parking provision, and impact on highways and blue light services (Resident).
- Insufficient infrastructure in Burgess Hill (Residents - multiple).

Actions to Address Comments:

- Amend the Sites DPD to make clear the status and role of the Infrastructure Delivery Plan (IDP) regarding infrastructure requirements.
- Review the text of the DPD to amend for clarity/remove jargon.

#### **Conflict with Neighbourhood Plans**

Comments Received: 1

- Neighbourhood Plans must be protected, and reference in the document to their position in the Development Plan requires clarification (Resident).

Actions to Address Comments:

- Amend the Sites DPD to explain the Development Plan and status of Neighbourhood Plans.

#### **Consultation**

Comments Received: 2

- Worth Parish Council regrets that Mid Sussex did not discuss with it either the outcome of the Site Selection process or the possible use of Developer Contributions prior to the publication of the results. The Parish Council considers that it is better placed than Mid Sussex to determine how Developer Contributions can best be used to the benefit of the local community and requests that Mid Sussex implement a policy for Community Infrastructure Levy (CIL) as set In District Plan para 3.34 as matter of urgency (Worth Parish Council).

- Publicity of the consultation has been minimal, particularly in terms of the insufficient display at East Grinstead Library. The display was not well publicised or informative (Sussex Ramblers and Resident).

#### Actions to Address Comments:

- Amend the Sites DPD to explain the Development Plan and status of Neighbourhood Plans.
- Have liaised with Town and Parish Councils throughout the process of preparing the Sites DPD, this will continue
- The draft Infrastructure Delivery Plan (IDP) sets out requirements in line with the adopted Development Infrastructure and Contributions SPD and was prepared in consultation with infrastructure providers. It has been prepared to provide guidance on the scope of possible infrastructure, its status will be made clearer in the Regulation 19 Sites DPD.
- Consultation was carried out in accordance with the District Council's adopted Statement of Community Involvement (SCI) – including publicising through social media, libraries & help points, press release and email alert to subscribers and statutory consultees. The provision of exhibitions and displays goes beyond this requirement.

### **Duty to Co-Operate**

#### Comments Received: 4

- Horsham District Council welcomes that our authorities have a close joint working relationship, which is important given that, together with Crawley Borough, our authorities make up the Northern West Sussex Housing Market Area (NWS HMA). It is helpful that we are working together on joint projects such as the Economic Growth Assessment update and have worked closely on matters relating to strategic and affordable housing needs across the HMA. HDC is committed to working with our neighbouring partner authorities to achieve the best outcomes for our wider area. Welcome also that work is progressing on a bilateral Statement of Common Ground (SOCG) between our authorities, to update the Northern West Sussex Position Statement dated March 2016. We support Mid Sussex's continuing liaison with neighbouring authorities, including the SDNPA, to ensure cross-boundary strategic priorities are fully addressed.
- Support Mid Sussex's continuing liaison with neighbouring authorities, including the SDNPA, to ensure cross-boundary strategic priorities are fully addressed. (South Downs National Park).
- Tandridge has noted that it is proposed to include SANG to the west of SA20. Tandridge currently does not have any SANG but as noted in the SOCG, the proposed Garden Community could include SANG as part of its open space provision. The emerging LP is undergoing its examination, and in line with the Statement of Common Ground, Tandridge will continue to liaise with and work with MSDC on the provision of SANG.
- Gladman has concerns relating to strategic cross boundary issues, notably unmet housing needs, and what arrangements are in place to ensure housing needs of the HMA are met in full. (Developer).

#### Actions to Address Comments:

- To continue to work with Tandridge District to explore options for the provision on a strategic SANG.
- The strategic issues, such as unmet housing need were dealt with during the District Plan Examination. As the 'daughter' document, the Site Allocations DPD does not need to revisit this issue. Strategic issues will be revisited through the planned District Plan Review.

## Typos/Errors

### Comments Received: 1

- Description of the Development Plan in para. 1.4 should refer to Supplementary Planning Documents (CPRE Sussex).
- Glossary definitions of "Section 278 Agreement" and "Sites of Nature Conservation Importance" have become subsumed into a single definition (CPRE Sussex).

### Actions to Address Comments:

- Review the Sites DPD and make suggested amendments.

## Diagrams/Maps

### Comments Received: 12

- SA5 map includes only one of the four sites being allocated (Developer)
- The full extent of the addition to the built-up area is not possible to discern from the drawing provided in SA4. SMD consider that the full extent of the proposed addition to the built-up area to the west of Copthorne should be shown in the plan so that it can be commented upon in full. SMD suggests that it should encompass the area covered by the outline planning permission 13/04127/OUTES, as shown on the accompanying drawing TOR-185004-DPD-001 (Developer)
- We are pleased to note that the SDNP boundary is shown on the proposed site allocation maps; a somewhat minor point, but we note that boundary is difficult to clearly recognise (South Downs National Park).
- Figure 1.1 (page 9) refers to the West Sussex County Council Local Plan, there is not one Local Plan for West Sussex County Council and the reference should be amended to read Joint Minerals Local Plan and the West Sussex Waste Local Plan (West Sussex County Council).
- In regard to SHELAA site 818 in SSP3, the Built-Up Area Boundary does not reflect the current built development adjacent the site, the boundary needs revision to reflect the true built form (Developer)
- In regard to SHELAA site 219 in SSP3, the Built-Up Area Boundary does not reflect the current built development adjacent the site, the boundary needs revision to reflect the true built form (Developer)
- To ensure a consistent approach to the location of BUA boundaries revisions should be made as proposed (Developer)
- Having objectively assessed the proposed 'Built-up Area Additions' as shown on the proposal map for Scaynes Hill we consider that a revision should be made to include the land to the north of Firlands to provide a consistent approach (Developer)

- Given that the site (Land to the rear of 1 - 11A Crawley Down Road, Felbridge) benefits from a resolution to grant permission for its redevelopment and is identified in some evidence base documents as an existing housing commitment of the Council's, we support the Council's proposal to re-align the settlement boundary to include the site (Developer)
- Crest Nicholson considers that the proposed Site (Land north of Old Wickham Lane, Haywards Heath) adjoins the actual built up area of Haywards Heath and that the Policies Map should be updated to reflect recent developments at the settlement (Developer)
- A2D consider the settlement boundary defined on the adopted Policies Map to be out-of-date, as it fails to take account of permitted developments which have subsequently been built out. This includes development to the West of Old Brighton Road North approved under planning ref. 12/02128/FUL and land north of Horsham Road, approved under planning consent DM/17/0747 and DM/15/3772 respectively (Developer)
- The document: <https://www.midsussex.gov.uk/media/2690/map-of-folders-meadow-folders-lane-burgess-hill.pdf> is very out of date (Resident).

#### Actions to Address Comments:

- Maps to be reviewed ahead of the Regulation 19 stage and amended to correct errors.
- Regulation 19 stage will be accompanied by a draft Policies Map
- Amendments to Built-Up Area boundaries will be addressed ahead of Regulation 19 stage and made clearer.

### **Saved Policies**

#### Comments Received: 1

- Should Clock Field be deleted from this list, as this development is almost completed? (Resident)

#### Actions to Address Comments:

- This policy can now be deleted.

### **Evidence Base**

#### Comments Received: 10

- Highways England have no in principle objections to the Council's proposals. However, this position is subject to robust transport assessment of the individual and cumulative transport impacts of the council's proposals (Highways England)
- The DPD/Local Plan should include a specific policy on the key issue of the provision of sewerage/wastewater [and water supply] infrastructure to service development. This is necessary because it will not be possible to identify all of the water/sewerage infrastructure required over the plan period due to the way water companies are regulated and plan in 5-year periods. (Thames Water)
- It is currently unclear from the published Transport Study documents how proposed development in the Plan will impact on the East Sussex road network particularly around Ditchling. Further clarification is needed on the outputs from

the transport modelling work on the East Sussex road network (East Sussex County Council).

- Tandridge would be concerned at any worsening of the situation at the A264/A22 junction which operates over capacity and welcomes the policy requirement requiring a Sustainable Transport Strategy (Tandridge District Council).
- There appears to be a discrepancy between the additional allocated employment sites shown in table 2.1 of the DPD and the transport modelling assumptions from the Mid Sussex Transport Study (MSTS) scenarios 7 and 8. (West Sussex County Council).
- The Mid Sussex Transport Study report provided is not sufficiently detailed to demonstrate that the traffic congestion at East Grinstead can be mitigated (Felbridge Protection Group).
- Whilst it is acknowledged that the IDP focuses on the infrastructure and community facilities required to support the proposed site allocations. It fails to acknowledge the need to provide for specialist accommodation, such as extra care accommodation. The need to deliver specialist accommodation must therefore also be addressed in the IDP (Developer).
- In preparation of the SA DPD, the Council has not looked to update its assessment of need for specialist accommodation, now 3 nearly 4 years out of date. The HEDNA 2016 Addendum is therefore the only available evidence base, although the DPD does not rely on it and is in need of updating (Developer).
- The call for sites used to produce the SHELAA document on which the council basis its information can already be considered out of date. The Site Selection Paper 3 and its associated documents is based on a cut off point for site submission of 31st July 2018. This is already 15 months out of date as of October 2019 (the end of the DPD consultation period) and there has been no inclusion of new potential sites and no re-assessment of sites which have been discounted for reasons where situations may have changed such as ownership/availability/marketability of sites (Developer).

#### Actions to Address Comments:

- To continue to work with WSCC and Highways England to ensure a robust transport assessment is undertaken. Site promoters are required to carry out site specific Transport Assessments and engage in pre-application discussions with WSCC.
- To review and revise wording of Plan in relation to the provision of sewerage/wastewater infrastructure.
- In the updated Transport Assessment specifically identify and provide analysis of impacts of development generated by the Site Allocations within the East Sussex area.
- The updated Transport Assessment will review the impacts of development on the A264/A22 junction. The outcome of this work will be shared with the relevant highway authorities (West Sussex and Surrey) to ensure they are satisfied that the impact of development on the highway network at East Grinstead can be mitigated.
- The Transport model scenarios will be updated to ensure the correct mix of sites is tested.
- It is not considered necessary to identify specialist accommodation in the IDP as it cannot be considered infrastructure.

- The evidence relating to the need for specialist accommodation will be updated as part of the District Plan review, along with the wider housing need. The supply of specialist accommodation will be monitored through Authority Monitoring Reports.
- The Council have always maintained that the SHELAA is a live document and sites can be submitted to it at any time. The SHELAA will be updated as at 1 April 2020. This version will include new sites submitted during the Reg 18 consultation and those submitted to the Council outside the 'call for site' period.

## **Climate Change**

### Comments Received: 1

- We do not consider that the Council can any longer avoid having a specific, robust, policy as an integral part of its Local Plan to address its own commitments to reduce climate change impacts via the planning process, and its expectations of those who become involved in the planning process to do so. A robust climate change policy would feed directly into your Local Plan objectives, particularly those addressing environmental protection, healthy lifestyles and economic vitality (CPRE Sussex).

### Actions to Address Comments:

- The strategic issues, such as climate change, were dealt with during the District Plan Examination. As the 'daughter' document, the purpose of the Sites DPD is to allocate sufficient sites to meet the residual housing requirement. The Sites DPD does not need to revisit this issue. The correct time to revisit these strategic issues will be through the District Plan Review.
- Appendix C of the Sites DPD includes General Principles for development, this refers to sustainability and references District Plan policies DP39-42. These principles will be made clearer in the Regulation 19 version of the Sites DPD.
- The Council is preparing a Design Guide SPD which will contain principles for sustainable development related to design.

597 Mrs A Bolt

Organisation: Turners Hill Parish Council

Behalf Of:

Town &amp; Parish Council

Reference: Reg18/597/11

Comments on the associated proposed Infrastructure Deliver Plan:

We would question the assumption that all dwellings would be three bedroom as a developer would need to maximise his income in order to cover the many associated costs; not only those listed in the plan but those that would be required to improve the highway and footway provision.

Under Transport our view is that the first item of a contribution from WSCC on £28,120 will be insufficient.

Transport items 2, 3 and 4 are irrelevant and really of no benefit to anyone. With only a two-hour bus service, residents know when the bus is due and RTI is not required. As for bus shelters we wonder where these would be placed!

Transport item 5 is a surprise to us as we know nothing of a cycle route to improve access to Crawley. Route 347 is shown on WSCC document as being on Turners Hill Road travelling east – exactly where and how we do not know but it would be of little help to those living on the new development.

645 Mr C Floyd

Organisation: Cognitive and Political Systems Ltd

Behalf Of:

Organisation

Reference: Reg18/645/1

The abject failure of policies by Thatcherite government in the 1980s led to policy of moving population down to the south and particularly the south-east of England. Coupled with the increase of immigration and the rise of population in bulges in the late 1990s, and austerity measures under the Tories and liberal coalitions, the facilities and infrastructure (roads, water supply, transport etc) have deteriorated the environment of the south of the UK. This shows distinct short-sightedness on the part of politicians and planners who failed to take account of (10 the advent of the internet and world-wide-web and the environmental catastrophe that is impending across the world as a direct result of human activities and population doubling since the Club of Rome environmental warnings (1966). The failure of politicians and planners to take account of the cyberspace revolution means that these people are still seeking to pack as many people as they can into housing estates in the south and south east (the wealthiest coffin in the UK), instead of limiting population growth and spreading people across the country. There are many sites in the north of England where housing estates have been bulldozed, and where internet communications would allow people to work without extended travel being necessary. The sites where these estates are currently planned will do fundamental damage to the ecology of the region, destroy natural sites where species of amphibian and reptiles, avians and small mammals will be annihilated, and the new human habitations will each add to the existing pollution of the air through gas central heating units, increased motor transport and insufficient water and sewage provisions, school and medical services and facilities.

Reference: Reg18/1005/1

P4: This page containing The Executive Summary – Introduction, did not appear when the Webpage was re-opened. However, my comments remain valid as follows – i.e., the stated four main aims included housing and employment – however, no reference to the provision of supporting infrastructure, which historically appeared much later in similar publications re. new developments.

6: Implementing the Plan: It is essential that the Plan reflects and remains true to the Community Consultations as agreed and will be provided with sufficient safeguarding to prevent undue influences that could adversely affect the Neighbourhood and District Plans.

P8: The Development Plan: Reference to the use of ‘Made’ Plans is confusing requiring clarification – i.e., what is a Made Plan w.r.t. Neighbourhood and District Plans.

P9: Item 1.6: The Community struggled to finalise/agree the Local Neighbourhood Plan (mostly where ‘Guidance’ was being interpreted and used as an ‘edict’) that brought the need for a local Hearing w.r.t. the infrastructure demands, increased capacity, protecting the local countryside, against the impact of housing and its increased population which is convoluted with comments re. P5 previous – i.e., Safeguarding of Lands: future plans need to demonstrate/explain that arrangements are logical, holistic, proportionate and complimentary.

P11: Item 1.18: Reference to ‘Infrastructure’ appears to exclusively concentrate on highways blatantly excluding any reference to other infrastructure requirements needed to support the Community.

P25: Housing Site Allocation: Reference to the ‘Northern West Sussex Housing Market Area’ needs to be presented in ‘Plain English’ rather than ‘jargon’ – describe where these areas are and what is meant by ‘Market’ – defined by whom using what criteria.

P33: Item 2.34: The Local Communities need to be involved at the design stage using an agreed format/mythology with these Communities – this should be not be wholly left to a Consultation Protocol thus ; excluding ‘grass-roots’ input and should demonstrate ‘how’ this input has been used prior to agreements and construction.

Item 2.36: No clear process is presented by which an unspecified level of integration is to be achieved between the new incoming residents and established community to measure that this has been successfully achieved, as there will be no fixed quantities – i.e., the new incoming residents will only manifest when the dwellings are constructed, which makes this Item somewhat hypothetical; unless the Author has speculated on the demographic, age dynamic, and affordability on the new incomers? Also, the term in the Document refers to ‘those who will use them’ as opposed to ‘those who will NEED them’ – two totally different criteria – i.e., the Community NEEDS a Police Station, Emergency Services, Local Medical Centres, Schools . . . Etc., as opposed to Shops, entertainment, etc., that can be USED.

In addition to the above, which for a Layperson, has consumed considerable amount of time, present the following to conclude – i.e.;

a) with the present ratio of 1.7 (unimaginably unrealistic figure) vehicles for household – there’s usually more, how realistic is the impact of this increased volume of traffic been assessed to become manageable – i.e., the intended improvements that will reduce the volume of traffic build-ups at the A22/A264/Imberhorn Lane Junctions – how? – re. Page 5 previous note?

B) as a consequence of the above, the impact of traffic congestion on local air quality will require monitoring – and therefore, the means of mitigating poor air quality needs including in the assessment post construction.

P88: 3.11: Who will be responsible for ensuring what has been agreed, as to what will constitute the development, will be provided in terms of securities to prevent Developers/Contractors leaving part-finished and/or non-provision, thus failing the development leaving completion to the local Community Tax Payers – leaving a half-finished development to the Community after taking the money/profits.

P95: The monitoring regime measuring the air quality at identified locations of traffic build-up needs to be part of the Community input for its own future ‘well-being’ and have access to the efficacy of the monitoring process – there are historical indications that local monitoring needs to be improved.



Item 3.3.6: Why does the document fail to include a method(s) to measure and monitor air quality since there is a plethora of methods/systems openly available for this – also failing to describe/explain/what will be used to reduce poor air quality through ‘appropriate levels of mitigation’ when the development is completed – Plain English please.

Appendix ‘A’: There is no obvious explanation for including the Clock Field Development in this document as this is now virtually completed or how it would also be included under the Safeguarding of Land for Strategic Highway Improvements, when there was no apparent need at its location to improve traffic flow, when there is a greater need for traffic management at the crossroads further South which causes significant peak-time traffic build-ups.

**1392** **Mr F Berry**

**Organisation:**

**Behalf Of:**

Resident

**Reference:** Reg18/1392/1

P4: The Executive Summary – Introduction specifies four main aims, but there is no mention of infrastructure, which has been sadly lacking when new homes have previously been given planning permission. This needs to be included.

P5: I agree there needs to be a policy to safeguard land to support the delivery of transport schemes. New roads and layouts will undoubtedly be required to improve traffic flow as and when new developments are built, and these should not be compromised if the required land is not available. Highway improvements need to be carried out at the same time as new developments: delays will result in a build - up of traffic and could reach a severe level of congestion.

**736** **Ms J Brown**

**Organisation:**

**Behalf Of:**

Resident

**Reference:** Reg18/736/1

I would like to express my views on the development plans for Copthorne. I moved to the village 1995 following a work transfer. The reason I chose to live in Copthorne was because it had a small village feel with all the added benefits of fast access to airports, motorways and train links. I can understand why this area is ideal for development but I am saddened that our little village is growing at such a rapid rate while there are other villages around which seem to go undeveloped. There is a very strong sense of community in Copthorne with very active members of all the associations. There is always something happening to support children's groups, school clubs, theatre and arts. We are extremely lucky.

My main concern is the infrastructure around the village. The main routes into the village at rush hour are majorly congested. It can take up to 30 mins some mornings to get into Crawley due to congestion and in the afternoon congestion starts from 4pm on the dual carriage way from Crawley when in years past it was from 5pm. With the onset of considerably more housing with at least 2 cars per household I really do despair. It is difficult to get across the A264 in the mornings, so much so that I drive through the village instead so I can get to the roundabout and cross there. I personally would like to see cycle lanes from Copthorne to Crawley as I know of many, many people including myself who would either walk or cycle if there were safe pathways and routes and bike parking in Crawley. Maybe this is something the council would consider in the future.

My children are now at University but I am glad they came through the Copthorne's schools when they did. They had the most amazing experience both at Fairway Infant School and Copthorne Junior School. The support they got was amazing. With the additional children I am worried that they will not be able to cope. I am very worried that the schools will not be able to provide places for the new families who will be moving into the village and in addition to this I am also concerned about availability of doctors in the area. I tried to make a doctors appointment this week and the earliest appointment I can get is 3 weeks time. What will happen when more families live in the area?

1108	Mr A Carr	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1108/1

Mid Sussex is NOT London's dumping ground! Stop overrunning our countryside with houses, clogging our roads with more cars, Tainting our streets with criminally minded children. We don't want you or your business here. We should be improving mid Sussex for residents of mid Sussex, not for London's overflow!  
Spread the word!

1027	Ms L Davis	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1027/1

The amount of residential building in this town [East Grinstead] is completely out of control.  
Our infrastructure cannot take further population increases.  
This building should be kept for community/public use to help enhance and improve the lives of local people, not another development to line the pockets of developers.  
It will greatly increase traffic in an area that lots of dog walkers, families, children and those walking to work use and make the area far less safe and congested.

162	Ms N Doyle	Organisation:		Behalf Of:		Resident
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Reference: Reg18/162/1

As a local resident and business owner I am concerned about the over development of the area. The road network cannot cope

258	Ms S Farrall	Organisation:		Behalf Of:		Resident
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Reference: Reg18/258/1

This area cannot take any more houses with the resulting traffic, need for school places, doctors, dentists. There is never any provision for reservoirs with the constant need for hosepipe bans in the summer months

1331	Mrs E A Griffiths	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1331/1

Burgess Hill Town Centre  
These are my thoughts on the reconstruction of Burgess Hill Town Centre.  
At present the town is a "second hand" town - second hand clothes shops under the guise of charity shops, nail bars, hairdressers and cafes are well supported which makes me wonder where the money comes from.

Looking at the floor plans I see that 11 storey block of flats is to be built. This block is 3 storeys higher than the spire of out Parish Church of St John the Evangelist which is a Grade w listed building. You cannot build higher that out Parish Church - that is disgraceful. Also I understand that the block will consist of 170 flats with less that half that number of parking spaces for the flats. Where will the rest go. You may say that the occupiers of the flats will not need a car as they are in the centre of the town. You must be joking - every-one wants a car these days. Actually I do not have a car and never have had one as my eyesight does not allow me to drive. I have to use the buses.

I also understand that possibly St. Wilfrid's Primary School and The Brow Medical Centre will be demolished for re-development. The school being re-located at St Paul's School. This creating more choas on the roads as the parents will have to drive the children to school. Where will the patrients of the Brow Surgery have to go to see a doctors?  
Yet more houses to be built in the Folders Lane/Keymer Road area - Executive houses of course with 3 cars per house no doubt. More congestion on that busy area.

I expect you will have given up reading by now.  
The north of the town - 3,500 new houses with schools. Will the schools be built before the houses - if not where will the 3000 or so children go to school. Where will the teachers come from. Teachers cannot afford Burgess Hill house prices. I am told that the "affordable house" will be £400,000 price range. Teachers cannot afford that.  
What shops do you envisage coming to Burgess Hill. Many towns are becoming ghost towns as the big names are closing down. People buy online now. They visit the shops, look at the goods and go home and buy online. I gather its cheaper this way.

I am also concerned about the Fire Brigade - can the cope with possibility a 10% increase in the size of the town. What about the Ambulance Service. I had to wait for an ambulance to come from Redhill when my doctor sent for one for me when I was having heart problems. I told my doctor that it was quicker for me to go by bus to the princess Royal Hospital but she said that I probable wouldn't make it there. I gather that quite often ambulances have to come from Redhill.  
Can the Police cope with this extra number of residents and what about the town at night with a 10 screen cinema and a 10 pin bowling alley.  
Lastly, I think, where are these extra 4000 or so people going to get employment.

1012	Ms G Hay	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1012/1

Object

991	L Howard	Organisation:		Behalf Of:		Resident
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Reference: Reg18/991/1

I find it incomprehensible that more housing is being considered for Burgess Hill, when our infrastructure is very poor and the real heart of our town doesn't exist, owing to incompetent management of New River by our council representatives, we have been fed constant misinformation by people who supposedly are working in our best interests, it seems that New River are the only people gaining from this, where is the respect for residents of Burgess Hill.

1013	Ms S Masser-Holmes	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1013/1

Object

356	Mr A May	Organisation:		Behalf Of:		Resident
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Reference: Reg18/356/1

Object

978	Ms C Palmer	Organisation:		Behalf Of:		Resident
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Reference: Reg18/978/1

Can't see any mention of gp capacity to cope with all these new people moving to the area. Is the primary school capacity? Are all the new developments going to have fibre to the property, electric charge points. There is a mention of poor public transport and this needs to be definitely improved - just for ardingly you need 2 buses to the hospital with hours between going and coming back.

982	Ms F Robinson	Organisation:		Behalf Of:		Resident
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Reference: Reg18/982/1

Ridiculous plans. We don't need more houses, more residents, god forbid they're on a bike!

1103	Mrs P Rudisser	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1103/1

Object

137	Mrs C Smith	Organisation:		Behalf Of:		Resident
Reference:		Reg18/137/1				
<p>I feel that local residents have not had any representation for the planned building work. I feel this has been delivered to us without taking into account how this will impact our communities. The plans seem naive and tick box rather than being well thought out.</p> <p>The sustainability does not take into account the global climate crisis and scientific evidence.</p> <p>There is no infrastructure consideration, no planning for electric cars, better public transport or a useable town wide cycle path</p> <p>We have several protected species in our area including bats, great stag beetles, adders to name a few our wildlife will need much more protection than these plans suggest</p>						

1392

Mr F Berry

Organisation:

Behalf Of:

Resident

Reference:

Reg18/1392/2

Implementing the Plan: It is essential that the Plan reflects and remains true to the Community Consultations as agreed, and will be provided with sufficient safeguarding to prevent undue influences that could adversely affect the Neighbourhood and District Plans.

The Development Plan: Reference to the use of ‘Made’ Plans requires clarification – i.e., what is a Made Plan w.r.t. Neighbourhood and District Plans.

Neighbourhood Plans are important to local communities, which is why it is critical to ensure that any housing development is accompanied by improvements in infrastructure, to ensure the life of existing and new residents is not compromised.

## Site Allocations DPD - Regulation 18 Responses Consultation

<b>597</b>	<b>Mrs A Bolt</b>	<b>Organisation:</b> Turners Hill Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b> Reg18/597/10				

The Parish Council is very disappointed at the lack of any consultation prior to the draft decisions being made public. Previously MSDC has worked with Parish Council's to maximise benefits to the village and MSDC, they have not imposed decisions.

<b>625</b>	<b>Mrs J Nagy</b>	<b>Organisation:</b> Worth Parish Council	<b>Behalf Of:</b>	Town & Parish Council
<b>Reference:</b> Reg18/625/8				

The Parish Council regrets that Mid Sussex did not discuss with it either the outcome of the Site Selection process or the possible use of Developer Contributions prior to the publication of the results. With regard to the latter, the Parish Council considers that it is better placed than Mid Sussex to determine how Developer Contributions can best be used to the benefit of the local community and requests that Mid Sussex implement a policy for Community Infrastructure Levy (CIL) as set In District Plan para 3.34 as matter of urgency.

<b>770</b>	<b>Mr P Tucker</b>	<b>Organisation:</b> Felbridge Protection Group	<b>Behalf Of:</b>	Organisation
<b>Reference:</b> Reg18/770/2				

The Council has chosen to run this Regulation 18 consultation for the statutory minimum period of six weeks. This is problematic because the Council has made no attempt to meet the requirement under national planning policy for early engagement with the residents.

The Council has delayed providing full information and evidence to support the Sites Allocations DPD until the consultation period was underway. This has been further complicated by the Council updating documents on the website without indicating that they had been superseded. This has meant that the reader has had to check periodically to see whether there had been any change. The Council could have simply added a "date changed" flag to the link to such documents but has chosen not to do so.

The draft Site Allocations DPD text misrepresents the position from the outset when it says

"The District Plan, adopted in March 2018, sets out a commitment for the Council to prepare a Sites DPD, which has four main aims, which are:

i)to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;"

This statement wrongly asserts that the settlement hierarchy can be applied "come what may", without regard to new evidence that emerges. This cannot be the case and indeed such an approach is not supported by the Inspector's Report, which makes it clear, in paras 67 & 64, that regard has to be made to emerging evidence regarding both infrastructure and threats to Ashdown Forest.

It is clear from the evidence provided to support the Site Allocations DPD that the settlement hierarchy as applied does not meet these expectations and that the proposals at East Grinstead are not sustainable in terms of either infrastructure capacity or the Habitats Regulations.

The Site Allocations DPD does not provide policies that will ensure that development at East Grinstead would be sustainable.

**1393** **Mr M Funnell** **Organisation:**  **Behalf Of:**

**Reference:**

The publicity to this consultation has been absolutely minimal.  
Exhibitions :- "In order to inform local people and encourage the widest possible range of people to respond to the public consultation the Community Involvement Plan (CIP) that accompanies the Site Allocations DPD commits the Council to the stationing of static exhibitions at libraries in the District, ....."

I'm not sure this has been achieved. The "exhibition" in East Grinstead library was for only 5 days towards the end of the consultation. The display boards were "out of the way" in the Library with the accompanying documents in a different location. No other library had such a short time for display and yet the proposals for East Grinstead contained a large housing allocation. You need to do far better than this and this looks like a deliberate plan not to receive comments, but just a box ticking exercise. All displays should have been during the whole period of the consultation with a wide publicity, which did not happen.

Without being able to read these documents properly it is not possible to comment much, and totally impossible to comment fully in such a short space of time.

**1040** **Mr R Tullett** **Organisation:**  **Behalf Of:**

**Reference:**

I have been working with a couple of local amenity groups in response to the draft Site Allocations DPD.

I wanted to put on record my dissatisfaction with the quality of the public consultation exercise currently underway. The proposals contained in the draft DPD may not have a significant effect on most towns and communities in Mid Sussex, but there could be a major impact on residents in the East Grinstead area.

The exhibition in the Library was not well publicised and the 4 display boards were not particularly informative. There was no information to take away, and there was no-one to answer questions if members of the public had any queries. For the recent Conservation Area review, a consultation event was held where members of the public could speak to planning officers. For the site Allocations DPD, If you wanted more information you had to ask at the desk, and you were handed a pile of technical reports about 6 inches high to plough through. Even if you managed to go through the reports, you would find no indicative site layouts and no clear infrastructure plans, making it very difficult to form a view of the proposals, either in support or to object.

The draft Site Allocations DPD runs counter to the East Grinstead Neighbourhood Plan which was subject to extensive public consultation and passed by an overwhelming majority at referendum stage. The current exercise is only really accessible to consultants and people with some level of professional expertise.

I appreciate there will be a further stage of consultation in Summer 2020, and i hope there will be a better effort to involve members of the public at that stage. However i still feel an opportunity for early engagement with the general public has been missed - in my experience, the earlier the better if you genuinely want local residents to engage with the process



**1049** Mr M Bates**Organisation:** Horsham District Council**Behalf Of:****Local Authority****Reference:** Reg18/1049/1

Duty to Cooperate

HDC welcomes that our authorities have a close joint working relationship, which is important given that, together with Crawley Borough, our authorities make up the Northern West Sussex Housing Market Area (NWS HMA). It is helpful that we are working together on joint projects such as the Economic Growth Assessment update and have worked closely on matters relating to strategic and affordable housing needs across the HMA. HDC is committed to working with our neighbouring partner authorities to achieve the best outcomes for our wider area.

We welcome also that work is progressing on a bilateral Statement of Common Ground (SCG) between our authorities, to update the Northern West Sussex Position Statement dated March 2016.

**777** Mrs L Howard**Organisation:** South Downs National Park**Behalf Of:****Local Authority****Reference:** Reg18/777/1

We support Mid Sussex's continuing liaison with neighbouring authorities, including the SDNPA, to ensure cross-boundary strategic priorities are fully addressed.

**910** Ms V Riddle**Organisation:** Tandridge District Council**Behalf Of:****Local Authority****Reference:** Reg18/910/7

Ashdown Forest

Tandridge has noted that it is proposed to include SANG to the west of SA20. Tandridge currently does not have any SANG but as noted in the SOCG, the proposed Garden Community could include SANG as part of its open space provision. The emerging LP is undergoing its examination, and in line with the Statement of Common Ground, Tandridge will continue to liaise with and work with MSDC on the provision of SANG.

To be considered sound at Examination the emerging Site Allocations DPD will need to meet all four of the soundness tests set out in paragraph 35 of the revised Framework (2019).

It is noted, at paragraph 1.16, that The Sites DPD addresses housing and employment need already established by the District Plan and therefore is not addressed in the Duty to Cooperate. However, it is recognised that Statements of Common Ground have been agreed with West Sussex County Council, as the responsible body for providing or managing key services. Mid Sussex also forms part of the Greater Brighton City Deal, West Sussex Joint Planning Board, North West Sussex Housing Market Area, the Coast to Capital LEP and the Gatwick Diamond Initiative, alongside the South Downs National Park and Ashdown Forest 7km zone of influence, as well as having functional relationships with neighbouring authorities which include Lewes, Wealden, Sevenoaks, Tandridge, Crawley and Horsham.

Gladman has concerns relating to strategic cross boundary issues, notably unmet housing needs, and what arrangements are in place to ensure housing needs of the HMA are met in full. Whilst some information relates to discussions held on cross-boundary strategic matters, this evidence appears to be somewhat dated and whilst information relating to meetings which would occur is provided, the details, dates and outcomes of these discussions are notably absent.

It is unclear whether the Council has engaged with its neighbouring authorities concerning strategic issues, such as unmet housing needs, and whether an effective mechanism has been agreed to deal with unmet needs through a SoCG should this event occur.

689	Mr M Brown	Organisation:	CPRE Sussex	Behalf Of:		Organisation
Reference:	Reg18/689/35					

To be accurate and comprehensive, the Development Plan description in paras 1.4 – 1.10 should refer to the supplementary planning documents (on viability etc) that have been adopted by the Council.

Glossary definitions of “Section 278 Agreement” and “Sites of Nature Conservation Importance” have become subsumed into a single definition.

**634** **Mr A Stevens****Organisation:** ASP**Behalf Of:** London Town Property Holdings LTD**Promoter****Reference:** Reg18/634/2

The four sites at Bolney Grange Business Park proposed to be allocated as described in Policy SA5 of the draft Site Allocations Development Plan Document are suitable for redevelopment and expansion

Notwithstanding that the Site Allocations Development Plan Document Draft Consultation has included the above four sites within an overall 7 hectare allocation, it has failed to identify the four sites on the map associated with the allocation as was originally done in the Site Allocations Scrutiny Version September 2019. In order to provide clarification for readers it would be beneficial to identify all four sites on the relevant plan within Policy SA5.

**654** **Mr S Molnar****Organisation:** Terence Orouke**Behalf Of:** St Modwen Developments**Promoter****Reference:** Reg18/654/5

Built up area boundary: Policy SA4 and adjacent land

The plan accompanying site allocation SA4 shows the site set within a "Built up Area Addition". This is welcomed and supported, so far as it goes.

However, the full extent of the addition to the built up area is not possible to discern from the drawing provided in the Draft Site Allocations document, as the boundary extends off the plan to the east and north.

SMD have an interest in land in this location, west of Copthorne, and there is an extant outline planning permission that is currently being implemented (13/04127/OUTES). A range of reserved matters approvals and a full planning permission are in place, and the first phases of new homes and employment buildings are under construction.

SMD also considers that there are opportunities for additional development within the outline permission red line area (see SMDs other representations on policy SA1 to identify an additional employments site and SA11 for additional housing).

In this context, SMD consider that the full extent of the proposed addition to the Built Up Area to the west of Copthorne should be shown in the local plan so that it can be commented upon in full. SMD suggests that it should encompass the area covered by the outline planning permission 13/04127/OUTES, as shown on the accompanying drawing TOR-185004-DPD-001.

777	Mrs L Howard	Organisation:	South Downs National Park	Behalf Of:		Local Authority
Reference: Reg18/777/7						
We are pleased to note that the SDNP boundary is shown on the proposed site allocation maps; a somewhat minor point, but we note that boundary is difficult to clearly recognise.						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/1						
Figure 1.1 (page 9) refers to the West Sussex County Council Local Plan, there is not one Local Plan for West Sussex County Council and the reference should be amended to read Joint Minerals Local Plan and the West Sussex Waste Local Plan.						

719	Mr R Skelley	Organisation:	Denton Homes - north golf house PP	Behalf Of:		Developer
Reference: Reg18/719/2						
At Pease Pottage, the Built Up Area Boundary does not reflect the current built development adjacent to the site (Land north of Golf House). The boundary needs revision to reflect the true built form.						

721	Mr R Skelley	Organisation:	Denton Homes -former driving range PP	Behalf Of:		Developer
Reference: Reg18/721/2						
At Pease Pottage, the Built Up Area Boundary does not reflect the current built development adjacent to the site (Land at former driving range). The boundary needs revision to reflect the true built form.						

761	Ms F Goodson	Organisation: DMH Stallard	Behalf Of: BUA	Developer
Reference: Reg18/761/1				
<p>Having objectively assessed the proposed ‘Built-up Area Additions’ as shown on the proposal maps we consider the following revisions are necessary to provide a consistent approach (please see plans enclosed);</p> <ul style="list-style-type: none"><li>• SA12 Land north-east of allocation</li><li>• SA17 Land north-east of allocation</li><li>• SA 18 Land south of allocation</li><li>• SA 23 Land north-east of allocation</li><li>• SA 25 Land east/south-east of allocation</li><li>• SA 26 Land north- east of allocation</li><li>• SA 31 Land North and west of allocation</li><li>• SA 32 land south-east of allocation</li></ul> <p>Conclusion</p> <p>To ensure a consistent approach to the location of BUA boundaries revisions should be made as set out above and on the enclosed plans.</p>				

762	Mr P Rainier	Organisation: DMH Stallard	Behalf Of: Mr Simon Dougall	Developer
Reference: Reg18/762/4				
<p>The decision upon where a BUA boundary is to be located should generally be one of planning judgement based on the character of the locality and is normally drawn at a point where the character of the area changes from rural to urban. The proposed allocation to the south (Firlands) and the intervening residential development between the Nash Farm site and Firlands is one of established built form which should, therefore be included within the BUA of the village (as shown on the enclosed plan). Having objectively assessed the proposed ‘Built-up Area Additions’ as shown on the proposal map for Scaynes Hill we consider that a revision should be made to include the land to the north of Firlands to provide a consistent approach (please see plan enclosed).</p>				

<b>637</b>	<b>MS G Martin</b>	<b>Organisation:</b>	Hume Planning Consultancy	<b>Behalf Of:</b>	Plaxtol Investments LTD	<b>Developer</b>
<b>Reference:</b> Reg18/637/2						
<p>Given that the site benefits from a resolution to grant permission for its redevelopment and is identified in some evidence base documents as an existing housing commitment of the Council's, we support the Council's proposal to re-align the settlement boundary to include the site.</p> <p>Upon review of nearby housing allocation SA19 'Land South of Crawley Down Road, Felbridge', the extract of the policies map included alongside the site's allocation identifies that the land to the rear of 1-11A Crawley Down Road falls outside of the 'Built Up Area Boundary', however falls within an area identified as 'Built Up Area'.</p> <p>It is assumed that this allocation of the Site as falling within the 'Built Up Area' is seeking to consolidate the fact that the site benefits from a resolution to grant planning permission; however, in our view it is pertinent that the land to the rear of 1-11A Crawley Down Road is allocated for residential development within this plan. The allocation of the site in the Council's emerging Local Plan would secure in perpetuity the principle for the redevelopment of the site for housing.</p>						
<b>746</b>	<b>Mr P Davis</b>	<b>Organisation:</b>	Turley	<b>Behalf Of:</b>	Crest	<b>Developer</b>
<b>Reference:</b> Reg18/746/2						
<p>Crest Nicholson considers that the proposed Site adjoins the actual built up area of Haywards Heath and that the Policies Map should be updated to reflect recent developments at the settlement. The importance of this distinction and the perceived distance of the Site from the adopted built up area boundary to Haywards Heath is set out in detail in the following section of these representations.</p>						
<b>747</b>	<b>Mr P Davis</b>	<b>Organisation:</b>	Turley	<b>Behalf Of:</b>	A2Dominion Horsham Road PP	<b>Developer</b>
<b>Reference:</b> Reg18/747/2						
<p>The adopted MSDP Policies Map identifies the site as being located outside of the settlement boundary as shown in Figure 1 below.</p> <p>A2D consider the settlement boundary defined on the adopted Policies Map to be outof-date, as it fails to take account of permitted developments which have subsequently been built out. This includes development to the West of Old Brighton Road North approved under planning ref. 12/02128/FUL and land north of Horsham Road, approved under planning consent DM/17/0747 and DM/15/3772 respectively.</p> <p>Therefore, A2D consider that the proposed site adjoins the actual built up area of Pease Pottage and that the Policies Map should be updated to reflect recent developments at the settlement. The importance of this distinction and the perceived distance of the site from the adopted built up area boundary to Pease Pottage is set out in detail in the following section of these representations.</p>						

1006	Mr S Virgo	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1006/1

I note from the interactive map that only Birchwood Grove school is labelled on the map. This is misleading as Woodlands Meed College (special school) represents part of that campus. Additionally, as you know, there are plans being developed to replace the college buildings to provide suitable accommodation that meets the needs of the students attending. Please ensure that no development locally will impede the replacement of the college buildings which is much needed.

The document: <https://www.midsussex.gov.uk/media/2690/map-of-folders-meadow-folders-lane-burgess-hill.pdf> is very out of date.

Firstly Birchwood Grove has moved in 2004/5 and the plan of Newick House (now Woodlands Meed is very inaccurate with features that as far as I am aware have not been there since the 1970's.

I appreciate that Folders Meadows has been built years ago but the mapping is not accurate.



1392

Mr F Berry

Organisation:

Behalf Of:

Resident

Reference:

Reg18/1392/7

Should the Clock Field Development be deleted from here, or reference be made that this development is almost completed?

712 Mr D Bowie

Organisation: Highways England

Behalf Of:

Statutory Consultee

Reference: Reg18/712/1

Highways England have no in principle objections to the councils proposals. However, this position is subject to robust transport assessment of the individual and cumulative transport impacts of the councils proposals. It is therefore essential that Highways England review and agree the supporting transport evidence underpinning the soundness of the emerging Development Plan. In this regard Highways England is liaising with your officer Kate Brocklebank and your consultants Systra as well as West Sussex County Council to work together to reach an agreement over the impacts of the councils proposals and to agree suitable highway and transport interventions to make the development proposals acceptable in highway terms. Ultimately when we are agreed Highways England will seek to enter into a statement of common ground with both Mid Sussex Council and West Sussex County Council.

622 Ms T Hurley

Organisation: Savills

Behalf Of: Thames Water

Statutory Consultee

Reference: Reg18/622/1

Thames Water are the waste water service provider for a small part of Mid Sussex District (northern part around Crawley). This mainly encompasses Pease Pottage and Copthorne. Crawley Down and Turners Hill also drain into the Thames Water catchment via Southern Water infrastructure and so their comments will also need to be sought. Thames Water do not supply potable Water to Mid Sussex.

In light of the above comments and Government guidance we consider that the DPD/Local Plan should include a specific policy on the key issue of the provision of sewerage/wastewater [and water supply] infrastructure to service development. This is necessary because it will not be possible to identify all of the water/sewerage infrastructure required over the plan period due to the way water companies are regulated and plan in 5 year periods (Asset Management Plans or AMPs). We recommend the Local Plan include the following policy/supporting text:

PROPOSED NEW WATER SUPPLY/WASTEWATER INFRASTRUCTURE POLICY TEXT:

“Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.”

“The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.”

Local Plans should also consider the requirements of the utilities for land to enable them to meet the demands that will be placed upon them. This is necessary because it will not be possible to identify all the water and wastewater/sewerage infrastructure required over the plan period due to the way water companies are regulated and plan in 5 year periods (AMPs). Thames Water are currently in the AMP6 period which runs from 1st April 2015 to 31st March 2020 and does not therefore cover the whole Local Plan period. AMP7 will cover the period from 1st April 2020 to 31st March 2025. The Price Review, whereby the water companies' AMP7 Business Plan will be agreed with Ofwat during 2019.

We therefore request that the Local Plan also include the following additional section:

“The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development in accordance with the provisions of the Development Plan, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact that any such adverse impact is minimised.”

<b>603</b>	<b>Mr E Sheath</b>	<b>Organisation:</b> East Sussex County Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b> Reg18/603/1				
<p>Transport Evidence</p> <p>It is currently unclear from the published Transport Study documents how proposed development in the Plan will impact on the East Sussex road network particularly around Ditchling.</p> <p>Further clarification is needed on the outputs from the transport modelling work on the East Sussex road network; whether it has been adequately considered and whether any mitigation measures are required. Should mitigation be required within the East Sussex area, we would wish to establish with yourselves how such measures could be secured and delivered.</p> <p>We welcome any further information and discussions with Mid Sussex officers on this.</p>				

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<b>777</b>	<b>Mrs L Howard</b>	<b>Organisation:</b> South Downs National Park	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b> Reg18/777/13				
<p>Air Quality and impacts on Ashdown Forest</p> <p>SDNP and MSDC are members of the Ashdown Forest Working Group, which is chaired by the SDNPA. We do not raise any concerns regarding the proposals of this Regulation 18 consultation document and air quality impacts on Ashdown Forest SAC. We look forward to continue working together alongside other partners of the working group.</p>				

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<b>910</b>	<b>Ms V Riddle</b>	<b>Organisation:</b> Tandridge District Council	<b>Behalf Of:</b>	<b>Local Authority</b>
<b>Reference:</b> Reg18/910/1				
<p>It is noted that the Transport Study recognises that the A264/A22 junction is a 'hotspot' where delays are experienced. Furthermore, that it has been flagged as severe and operates over capacity in the Reference Case (comprising recently committed highway infrastructure and development and background growth). However, it indicates that whilst this scenario generates slightly more traffic, and increases these impacts further, it is not enough to result in severe impacts.</p> <p>Tandridge would be concerned at any worsening of the situation and welcomes the policy requirement requiring a Sustainable Transport Strategy.</p>				

Transport Study (Modelling)

There appears to be a discrepancy between the additional allocated employment sites shown in table 2.1 of the DPD and the transport modelling assumptions from the Mid Sussex Transport Study (MSTS) scenarios 7 and 8. This is that site SA7 “Cedars” at Pease Pottage, consisting of 2.3 Ha of mixed B1/B2/B8 is not listed in Appendix A to the MSTS Scenario 7 and 8 report. The site does not appear to have been included in the transport modelling assumptions.

We also note that all of these sites SA2 to SA6 and SA8 are modelled in the “Reference Case 5” of the transport study. We would therefore conclude that the modelled impact of the DPD and the associated transport mitigation strategy does not specifically include these sites. These sites are included in the transport work as committed, without site specific highway improvements having been provided in the forecasted networks. This would be appropriate where they have been included in previous outline planning consents and the allocation is retrospective or if they were included in a previous overall figure. An allocation may also lead to no change in traffic impacts where the site is currently in an alternative use which generates an equivalent amount of traffic as the proposed employment use. Where neither of these conditions are fulfilled, adjustments to the transport forecasting would be required prior to submission of the DPD. We also note that the DPD does say that they are additional to District Plan policy DP1 as a result of updated employment evidence commissioned by the Council.

Please refer to the spreadsheet ‘Compare DPD allocations vs sc 7&8 modelled sites’ comparison of the employment allocations in the DPD (not including the S&T Park) and in the transport modelling. The minor row total differences of 0.1 hectares can be attributed to rounding in the transport modelling Appendix A, where the site areas have been divided up by specific employment land use. It is also worth noting that the modelling also contains another reference case employment site at Bolney, which is not proposed to be allocated.

We can confirm that the housing sites included in the DPD are all represented in the transport modelling Scenario 8 with the correct quantum of development. We can therefore conclude that the proposed transport mitigation strategy includes for their impacts on the highways network.

The Mid Sussex Transport Study report provided is not sufficiently detailed to demonstrate that the traffic congestion at East Grinstead can be mitigated. In 2006 the Multi-Modal Transport Study developed by Peter Brett Associates [PBA] looked at a significantly more ambitious transport package and found that the issues at East Grinstead could not be resolved. At that time a major part of the transport proposal included a high quality, high frequency prioritised bus link running between East Grinstead town centre, Imberhorne Farm/Felbridge and Crawley/Gatwick. Even with a heavy subsidy and substantial infrastructure investment to provide this prioritised public transport link, PBA’s conclusion was that it would not attract sufficient passengers to produce a modal shift and so the traffic problems that mass development at East Grinstead would lead to, could not be mitigated.

The latest MSTs shows that the existing planned development at East Grinstead is already going to lead to ‘severe’ congestion on the A264/A22 corridor before 2031, showing that the Council’s earlier assumptions when allowing/allocating commitments were incorrect and that the evidence provided to the District Plan Examination was unreliable.

There remain uncertainties about the likely negative impact of development at East Grinstead on the Ashdown Forest SPA and SAC.

The MSTs traffic study is inadequate and fails to demonstrate that the increase in traffic resulting from proposed level of development at East Grinstead can be mitigated and indicates that this level of development cannot be delivered sustainably.

Therefore, the Council should discard these sites at East Grinstead and look for genuinely sustainable sites elsewhere, such as at Crabbet Park.

The MSTs predicts that the A264/A22 corridor is not capable of accommodating the traffic levels predicted for 2031. As it stands, the proposed allocations at East Grinstead under the draft DPD are not sustainable.

Indeed, the latest MSTs indicates that the earlier MSTs’s predictions, upon which the adopted District Plan was found sound, are in fact unreliable. Even under the 2031 reference case the East Grinstead road network will not be able to cope with the committed level of development.

The MSTs predicts that congestion at the Felbridge Star Junction which is already a “hotspot” would become severe. The junction is already operating at capacity and so additional drivers can be expected to react by seeking alternative routes to avoid the A264/A22 corridor.

The MSTs predicts that the sites proposed at East Grinstead would lead to substantial increases in rat-running via Turner's Hill and Crawley Down (B2110/B2028) and along Crawley Down Road between Felbridge and Crawley Down. This is contrary to national planning policy.

“There are also significant flow impacts on the A264, along with rerouting to alternative routes using the B2110 through Turners Hill. This appears to be due to congestion on the A264 particularly at the junction with the A22 at Felbridge.”

This will lead to severe impacts particularly at the Turners Hill Road/College Lane junction at Crawley Down. Most of this rat-running traffic will then try to rejoin the A264 at the Dukes Head roundabout which is already established as a bottleneck, before going on to Junction 10 of the M25 which is one of the most congested junctions on the motorway network. No additional mitigation measures along that route appear to be proposed.

With respect to the A264/A22 junction, the MSTs is contradictory. It says that “this junction is flagged as severe in the Reference Case and operates at over capacity. The scenarios generate slightly more traffic passing through the junction, which increases these impacts further but not enough to result in severe impacts of the scenarios” yet concludes that “the A22/A264 junction is not identified as having severe impacts in the Scenario”. This cannot be correct.

If the junction is predicted to be “flagged as severe and operating at over capacity” and the scenarios will generate more traffic passing through the junction, “which increase these impacts”, it is

clear that it cannot be correct to conclude that an added level of traffic can reduce the status of the junction from severe to less than severe. Indeed if the modelling predicts this it would suggest a significant flaw in the model's underlying assumptions/design.

With such a fundamental failure to draw credible conclusions, the obvious question to ask is, what other errors might be peppered throughout the MSTS report? Is the modelling reliable?

The MSTS goes on to state that "Although the nearby developments increase pressure, the model is reporting that 'severe' conditions are attributable to the Reference Case rather than to the Scenario developments". This clearly shows that the existing level of development set out under the District Plan, before the proposed locations under the draft DPD are added, are unsustainable and thus that the MSTS modelling for the Examination was deficient.

The evidence from the MSTS clearly suggests that far from adding to development at East Grinstead, the Council should be holding off on the already committed development unless and until the 'severe' impact of that quantum can be satisfactorily mitigated.

Reading further into the MSTS to its conclusion, where it says

"There are also significant flow impacts on the A264, but these are already prevalent in the Reference case, resulting in rerouting to alternative routes using the B2110 through Turners Hill. This appears to mainly be at the junction with the A22 at Felbridge."

"It is considered that to significantly reduce the congestion at this junction and therefore the rerouting in favour of less suitable routes in the Reference Case and Scenarios, a significant mitigation of the A264/A22 would be required. To be fully effective this could involve land outside of the WSCC highway boundary, subject to the outcome of more detailed study work."

In other words, these sites cannot be safely considered deliverable unless and until further work is carried out and solutions are found. Thus the Council cannot rely on these sites at East Grinstead coming forward and on the current evidence they are NOT sustainable.

Indeed, this latest MSTS concludes that the existing commitments under the adopted District Plan are themselves NOT sustainable and therefore the Council should be reviewing this and how to deliver them and considering how to substitute for them with development elsewhere in the district.

It is clear that if the Council proceeds, relying on these sites at East Grinstead, where there are issues for which the Council has no proposal to mitigate and does not know if mitigation is possible, then the Council is restricting the flexibility of the spatial plan, introducing unnecessary risks to the delivery of the housing requirement under the District Plan and in particular the required uplift from 2023/24.

We draw the Council's attention to other sites, for example the substantial site at Crabbet Park, which runs none of these risks of delivery and has the potential to greatly reduce the amount of commuting and the additional amount of journey miles by private car. This site and others were dismissed at an early stage without full consideration and when the Council assumed that the sites at East Grinstead would be easily delivered. In view of the evidence now available, we call on the Council to drop the East Grinstead sites and revisit and consider thoroughly such alternatives.

G - The Council has not demonstrated that these sites can be delivered without adversely affecting the Ashdown Forest in compliance with the Habitats Regulations

The most fundamental environmental constraint on development is the need to ensure that development does not adversely affect the SPA and SAC sites of Ashdown Forest protected under the Habitats Regulations.

The Council's evidence fails to show that the development of the proposed sites at East Grinstead will have no adverse effect on the Ashdown Forest.

Two potential risks to the sites have been identified 1) disturbance due to an increase in visitor numbers resulting from increased house building and 2) air pollution leading to damage to the sites from increased emissions from vehicles crossing the Ashdown Forest.

We note that whilst the Council's policy in the District Plan says that the Council will regularly monitor the effect of the Plan, "in combination" with other such plans that might impact on Ashdown

Forest, they provide no evidence of such monitoring.

#### Disturbance

The Council maintains that the risk of increased disturbance can be fully mitigated through a dual approach of providing SANGS and implementing its SAMM strategy.

The SANGS is designed to attract potential visitors away from Ashdown Forest to the alternative green spaces - the SANGS. This policy was based on visitor survey evidence from 2010 and a theoretical mitigation approach. This policy has ostensibly been in operation since 2014 yet we have been unable to find any monitoring reports and no analysis of its effectiveness (or lack thereof). After five years and with the Council now proposing to further increase the potential risk with additional development within 7km of Ashdown Forest under the Site Allocations DPD, it would seem essential that the Council carry out appropriate work to show that their SANGS approach is effective against measurable deliverables. Yet no such evidence is made available.

Similarly, it would be reasonable to expect that the Council would provide some analysis and evidence that the SAMM system is having some positive impact and reaching the quantitative objectives set for it .

No such evidence is provided and so the effectiveness or otherwise of the SANGS/SAMM approach must remain speculative. This does not meet the Habitats Regulations requirement that the Council, as ‘competent authority’, adopt a precautionary approach.

#### Air Pollution

It is our understanding that with respect to the issues of Air Pollution there is a fundamental difference in approach to the matter between Wealden District Council and Natural England.

This difference has been the subject of extensive discussion and submissions during the review of the Wealden Local Plan at Examination and is set out in a number of documents on the WDC website under the Local Plan evidence library. Of particular note would seem to be documents I28, I29, I43, I44 and I45. We suggest that these be added to the Sites Allocation DPD Evidence Base. This matter is currently awaiting the outcome of correspondence between the Wealden Inspector and MHCLG.

MSDC would seem to be ‘hiding behind’ the Natural England advice and to be ignoring the Wealden District Council evidence and conclusions.

It would seem to us that as ‘competent authority’ MSDC should explain the reasons why it takes the view of Natural England and not that of Wealden District Council. Indeed it would seem that such an explanation ought to form part of the evidence that the Duty to Cooperate has been fulfilled.

Thus it would appear that the Council is not currently following the ‘precautionary approach’ required under the Habitats Regulations.

#### Conclusion on Ashdown Forest

The Council should provide evidence that demonstrates that its SANGS/SAMM policy as implemented, is proving effective at mitigating disturbance risks. It has not done so. Without this, we consider it would be contrary to the Habitats Regulations to allow further development.

The correct approach with respect to potential risks from air pollution due to increases in traffic over the Forest is currently disputed. It is surprising that the Council has not taken this into account in its documentation supporting the draft Site Allocations DPD.

We understand that the Inspector holding the Examination into the revised Wealden Local Plan has written to the Government on the matter but that due to purdah during the General Election campaign nothing may be published.

In view of this it seems that important information is not yet in the public domain, making it impossible to comment further on the Habitats Regulations matters. As a result we reserve the right to commit further once the issues raised during the Wealden Examination are resolved.

<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/10				
<p>Mid Sussex Infrastructure Delivery Plan (IDP), September 2019</p> <p>Whilst it is acknowledged that the IDP focuses on the infrastructure and community facilities required to support the proposed site allocations. It fails to acknowledge the need to provide for specialist accommodation, such as extra care accommodation, which the Local Plan (pg 74) specifically lists as a “community facility” and should be planned for in the Site Allocations Document, as set out in Local Plan Policy DP25.</p> <p>The need to deliver specialist accommodation must therefore also be addressed in the IDP and should have been formative to the Site Allocations Document so that it is “Justified” and “Effective”.</p>				

<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/5				
<p>In preparation of the SA DPD, the Council has not looked to update its assessment of need for specialist accommodation, now 3 nearly 4 yrs out of date. The HEDNA 2016 Addendum is therefore the only available evidence base, although the DPD does not rely on it (see Sections 3 and 4) and is in need of updating to address the points above.</p>				

<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b> Sustain Design	<b>Behalf Of:</b> The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b> Reg18/766/6				
<p>Further to point 1, the call for sites used to produce the SHELAA document on which the council basis its information can already be considered out of date. The Site Selection Paper 3 and its associated documents is based on a cut off point for site submission of 31st July 2018. This is already 15 months out of date as of October 2019 (the end of the DPD consultation period) and there has been no inclusion of new potential sites and no re-assessment of sites which have been discounted for reasons where situations may have changed such as ownership/availability/marketability of sites.</p> <p>We hope that as part of this consultation period, any previously discounted sites or indeed any newly submitted sites are fully and correctly assessed to ensure that the allocations mentioned in section 1 above are correctly assigned.</p> <p>The SHELAA document on which the current pool of sites is selected from is not current due to the call for sites being cut off on 31st July 2018, meaning the information is now 15 months out of date as of the closure of the consultation period.</p>				



689	Mr M Brown	Organisation: CPRE Sussex	Behalf Of:	Organisation
Reference: Reg18/689/31				

We do not consider that the Council can any longer avoid having a specific, robust, policy as an integral part of its Local Plan to address its own commitments to reduce climate change impacts via the planning process, and its expectations of those who become involved in the planning process to do so. A robust climate change policy would feed directly into your Local Plan objectives, particularly those addressing environmental protection, healthy lifestyles and economic vitality.

## Site Selection

### General Objection

Comments Received: 29

- Note that for a number of sites there are specific requirements for addressing surface water flood risk. We support this detail, however, for clarity where a site-specific Flood Risk Assessment is required on this basis the Environment Agency would not provide comment. We would look to West Sussex County Council as Lead Local Flood Authority alongside your own drainage engineer to assess the content (Environment Agency).
- An assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. (Historic England).
- The scope for archaeological significance of allocated sites should be determined prior to allocation. Where there may be archaeology of possible national significance more detailed investigative work will be necessary. This may affect the developable area of sites or their capacity to deliver the floorspace or units proposed (Historic England).
- We note that the Site-Specific Requirements for each of the employment sites allocated under policy SA1 include much less than those for housing under policy SA11. It is not clear why this is when employment sites should also deliver a net gain in biodiversity as required by NPPF paragraph 170 and could contribute to a coherent network of green infrastructure as required in the majority of the housing allocations (Sussex Wildlife Trust).
- Waste management facilities may need future improvements/ expansion to accommodate this requirement, but it is unknown at this time what this would be, and the timescales for this (West Sussex County Council – Waste management).
- Future development should have regard for, and contribute to, the aspirations for new walking and cycling infrastructure listed in the West Sussex Walking and Cycling Strategy 2016-2026. (West Sussex County Council).
- The developments should also seek to support the aspirations of the government's Cycling and Walking Investment Strategy, which advocates the development of Local Cycling and Walking Infrastructure Plans (LCWIP). MSDC may wish to consider developing LCWIPs in the three main towns and perhaps also some of the larger villages. This may help to secure new walking and cycling infrastructure associated with future development (West Sussex County Council).
- All sustainable infrastructure is required to be designed and provided at an appropriate scale to the development and surrounding environment to enable travel by sustainable modes that meet local and national objectives on sustainable travel and air quality (West Sussex County Council).
- • The failure to allocate sufficient sites to meet the need for extra care housing is contrary to Adopted Local Plan Policies DP25 and DP30 and therefore fails to be "Justified" and "Effective" (Developer).
- At present, the necessary evidence to demonstrate why these sites are deliverable has not been published. It is ultimately unclear as and when they will

deliver and whether they could be considered 'deliverable' to contribute to the Council's 5YHLS. We are also unable to undertake a review as to whether the delivery rates and lead-in times for these sites are realistic given no trajectory has been published (Developer).

- None of the new plans – Northern Arc in particular, and now these new proposals, make any mention of the provision of new relief roads for the centre of Burgess Hill. Land and funds MUST be set aside, at the very least to provide a southern link from Jane Murray Way to Keymer Road and thence Ditching Road. More and more traffic being fed into Folders lane and Keymer Road are particular potential problems (Resident).

#### Actions to Address Comments:

- Amend text clarify that Local Authority Drainage engineers that would assess information submitted in relation to flood risk.
- As set out in the Site Selection methodology, the Council's Conservation Officers have undertaken assessment of impacts on heritage significance during the site selection process and informed the policy criteria. These assessments can be shared with Historic England for review. Planning policy officers will continue to work with Conservation Officers and Historic England (where appropriate) to ensure heritage assets are not harmed.
- The County Archaeologist has been consulted during the site selection process and informed the site selected for allocation. The need for investigative work has been identified in the policy where required.
- Appendix C of the Sites DPD includes General Principles for development, this refers to biodiversity net gain. These principles will be made clearer in the Regulation 19 version of the Sites DPD.
- Continue to liaise with WSCC waste management team.
- To liaise with WSCC on update to IDP to ensure walking and cycling infrastructure is included.
- The development of Local Cycling and Walking Infrastructure Plans (LCWIP) is not a matter for the Site Allocations DPD to consider.
- To continue to liaise with WSCC and site developers to ensure sustainable transport requirements are provided as part of the development of strategic sites
- Prepare an AONB topic paper to further explain the site selection of sites in the AONB and how this conforms to the District Plan strategy and intentions of the NPPF.
- Prepare a topic paper setting out how the demand for specialist accommodation (in the form of elderly persons accommodation) has been met.
- An updated housing land supply position and further evidence of the deliverability of sites will be prepared to support the Reg19/submission versions of the Plan.
- The strategic transport matters at Burgess Hill are being addressed through other Council projects. Policy requirements of sites in Burgess Hill will require contributions to these strategic transport projects. The Strategic Transport Study does not require such mitigation.

### **Site Selection Paper 1: Assessment against District Plan Strategy**

Comments Received: 5

- No specific justification is provided within the “High Level Assessment” document as to why it did not pass the above criteria. (Developer)
- The latter section of this criterion states that “sites that deliver levels of growth, significantly beyond that required by the District Plan strategy, are not considered to be compliant with the strategy.” Crest Nicholson have significant concerns over the use of this criterion to identify additional development sites across the remainder of the plan period. In part this concern arises due to the fact that the requirements for specific settlements are expressed in the MSDP as being “minimum requirements”, rather than absolute requirements. (Developer).
- This criterion seeks to differentiate between sites which are connected to or remote from existing settlements. We agree with the Council that this is a reasonable exercise in principle; however, the application in this case is flawed. In particular the Council’s approach appears to consider the relationship of sites to the built-up area boundary as defined on the out of date Policies Map. (Developer).

#### Actions to Address Comments:

- Review SSP1 to ensure methodology is clear; sites have been assessed in accordance with methodology and the currently adopted built-up area boundaries.
- A review of a Built-up Area boundaries is taking place alongside the DPD and a Topic Paper will be produced.

### **Site Selection Paper 2: Site Selection Methodology**

Comments Received: 0

No comments were received that objected to the Site Selection Methodology

### **Site Selection Paper 3: Housing**

Comments Received: 72

- Object to the findings of individual site assessments (Developers – multiple)
- Factual errors identified in the findings of individual site assessments (Developers – multiple)
- An assessment of each proposed allocation should be undertaken to determine whether it comprises major development in the AONB; if determined to be major development the allocation should be deleted (High Weald AONB Unit)
- The site selection process should identify sites with potential to result in an unacceptable impact on a heritage asset; these sites should then be sifted out or assessed in greater detail (Historic England).
- Support rejection of sites with potential for adverse effects on designated sites; concern in relation to proportion of greenfield sites proposed for allocation and absence of detailed ecological survey data (Sussex Wildlife Trust).
- Support for the rejection of sites 495: Butchers Field and 691: Land east of High Street, Ardingly (Ardingly Parish Council and multiple residents)
- Support for the rejection of site 688: Land to west of Turners Hill Road, Crawley Down (Rowfant Society and multiple residents)
- Support for the rejection of site 727: Overshaw Cottage, Lewes Road, East Grinstead (multiple residents)

- Object to the rejection of the strategic site at Crabtree Park (Site 18) – the site should have been tested further and could meet Crawley’s agreed unmet housing needs if allocated; the potential to meet a proportion of Mid Sussex’s housing need at a new settlement should also be tested further (Felbridge Protection Group).
- Object to site selection methodology on the basis that sufficient weight is not assigned to different criteria of the assessment; object to conclusions reached in relation to Jeffreys Farm (Site 69) (Developer)

Actions to Address Comments:

- Evidence provided for sites will be reviewed. Site Selection Paper 3: Housing will be revised where appropriate to account for additional information where it is in accordance with the site selection methodology. Reported factual errors will be reviewed and addressed.

## **Site Selection Paper 4: Employment**

Comments Received: 1

- Site Selection Paper 4 concludes there is little difference between the two Science and Technology Park options. Evidence is provided to address the differences on Flood Risk, Ancient Woodland and Highways criteria. Additional evidence is provided related to highways and access arrangements for the option of a Science and Technology Park south of the A2300. The benefits and disadvantages of each site should have been considered more thoroughly (Developer)

Actions to Address Comments:

- Evidence provided for sites will be reviewed. Site Selection Paper 4: Employment will be revised where appropriate to account for additional information where it is in accordance with the site selection methodology. Reported factual errors will be reviewed and addressed.

713

Mrs H Hyland

Organisation:Environment Agency

Behalf Of:

Statutory Consultee

Reference:Reg18/713/4

We support the inclusion of site specific requirements in relation to biodiversity and green infrastructure for each site allocation with the requirement for biodiversity net gain. We are also pleased to see reference to the hierarchy of avoid, mitigate, compensate for any biodiversity loss. These are in line with the NPPF paragraphs 174 and 175.

We also note that for a number of sites there are specific requirements for addressing surface water flood risk. We support this detail, however, for clarity where a site specific Flood Risk Assessment is required on this basis the Environment Agency would not provide comment. We would look to West Sussex County Council as Lead Local Flood Authority alongside your own drainage engineer to assess the content.

Historic England has not considered in detail every site allocation proposed in the consultation, but would remind the Council of the need to have regard to potential impacts on the historic environment when assessing sites for allocation for development in the Local Plan. The National Planning Policy Framework at paragraph 184 explains that heritage assets are an irreplaceable resource that should be conserved in a manner appropriate to their significance.

Based upon the evidence gathered, an assessment of impacts on heritage significance should be undertaken as a basis for the selection of each site for allocation. This should identify where impacts may be harmful and set out the avoidance or mitigation measures that would be necessary to eliminate or reduce the harm arising from the allocation of the site. We are unable to identify the evidence that supported such assessments in the draft Site Allocation DPD, and cannot discern the measures that may be necessary to conserve and enhance heritage assets that may be affected within the draft DPD beyond generic statements on protection setting or assessing archaeology. This may lead to potential harm to the significance of heritage assets by development, for instance by visual encroachment into their settings or severance from their historical landscape context.

Additionally, the scope for archaeological significance of allocated sites should be determined prior to allocation. The draft DPD’s approach to requiring archaeological assessment at the development management stage risks missing opportunities for identifying and safeguarding presently unknown archaeological assets. Archaeological filters, at least in the form of desk-based assessments of potential for archaeology, should be carried out at the pre-allocation stage. Where there may be archaeology of possible national significance more detailed investigative work will be necessary. This may affect the developable area of sites or their capacity to deliver the floorspace or units proposed.

A detailed methodology for the assessment of the potential impact of possible sites on heritage assets should include the following factors:

- All heritage assets should be considered encompassing buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest (archaeological, architectural, artistic or historic). These include designated heritage assets and other assets identified by the local planning authority (including local listing).
- Implications of development (positive and negative) for the setting of a heritage asset and its significance should be considered.
- The potential archaeological interest of a site.
- In considering implications for landscape and townscape character, relevant information on the present day historic character of places should be utilised for example historic landscape characterisation, historic environment assessments, historic area assessments, extensive urban surveys and conservation area appraisals,

and other historic characterisation studies.

· The specific consideration of settlement character may also be appropriate, as for example whether development would significantly alter the historic settlement pattern (positively or negatively).

**624** **Mr S Hawkins**

**Organisation:** SGN

**Behalf Of:**

**Statutory Consultee**

**Reference:** Reg18/624/2

All other sites at this point in time would not trigger the requirement to reinforce the MP/IP network, however many of these sites are likely to connect of the Low Pressure (LP) gas tier. For the LP it is not until a connection request is made that we can give a definitive answer that we have the capacity to supply site without having to reinforce.

**13** **Mr P Santos**

**Organisation:** South East Water

**Behalf Of:**

**Statutory Consultee**

**Reference:** Reg18/13/1

South East Water is committed to be involved on the development of local plans and related documents produced by local authorities and value the existing collaboration with Mid Sussex District Council on working together planning for future years on subjects like water efficiency, housing requirements, climate change, etc.

We recently published our Water Resources Management Plan 2019 on August 2019 in which our preferred plan for the period 2020 to 2025 includes a mix of demand management initiatives such as leakage reductions and water efficiency as well as a strong collaboration with local planning authorities.

Our aim of reducing demand requires the use of new approaches and technology. Although there is some uncertainty on the level of savings that can be achieved we are seeing a development of new technologies and we are committed to reduce personal water usage and leakage levels in order to be more sustainable for next generations.

During the period 2025 to 2045 we will continue our demand management initiatives to achieve further leakage and water efficiency savings. However, by this stage we will need additional water supply options to meet the increase in shortfall of our supply demand balance. In your area we are developing new company transfers between our water resource zones, and improvement schemes to our pipe network to improve the connectivity within our supply area.

We are working hard to reduce leakage throughout the company area with a number of targeted activities including mains renewals, pressure management and improvements in detection technology.

In terms of proposed large development sites within our existing longer term plans we are proposing to extend our trunk main water distribution network where necessary to supply new centres of demand as identified.

In response to recent development in the area we have already been reinforcing the network over the last five years. There have been occasions where we have not been able to progress schemes as quickly as we would have liked from a water supply point of view because we also had to consider the impact on residents of all the road works.

We also have a mains renewals programme to replace mains in poor condition which takes into consideration the number of bursts and the associated interruptions to customer' supplies.



The NPPF is clear that local authorities should make as much use as possible of previously developed land. However with over 60% of housing allocations obviously on greenfield, and another 18% appearing to contain some element of greenfield, it is not clear that this has happened. This is particularly concerning when one considers that these 14 greenfield allocations equate to 83% of the dwellings allocated in the plan (1623 dwellings). SWT therefore does not believe that the DPD complies with paragraph 118 of the NPPF.

SWT is therefore disappointed to see that no site-specific ecological evidence has been provided as part of this consultation. It is not clear how MSDC can ensure the net environmental gains will be delivered by the DPD as required by paragraphs 8, 32, 170 and 174. Or how the DPD takes a strategic approach to maintaining and enhancing networks of habitats and green infrastructure or plans for the enhancement of natural capital (paragraph 171).

We note that all of the housing site allocation policies include requirements under ‘Biodiversity and Green Infrastructure’ which is welcome. However, these do not appear to be strategic in nature in terms of considering a robust evidence base. In particular, it appears that it is assumed that sites will be able to deliver both the number of dwellings allocated and net gains to biodiversity, when no evidence has been provided of the current biodiversity value or how this is likely to be impacted. SWT encourages MSDC to develop a more robust ecological evidence base that demonstrates how the DPD will meet the environmental objective of sustainable development and in particular deliver net gains to biodiversity.

Although the lack of ecological information available makes it very hard for SWT to assess the potential impact of any of the site allocations or the assessment of their suitability against the SA objectives, we are particularly concerned that additional sites that are not considered to be sustainable, namely SA12 and SA13.

SWT asks MSDC to reduce the amount of greenfield land allocated within the DPD and consider the environmental capacity of the district in a more robust fashion. Any assessment of allocated sites should look at their individual, collective and multifunctional role in delivering connectivity and function for biodiversity. It does not appear that this has happened yet.

We note that the Site Specific Requirements for each of the employment sites allocated under policy SA1 include much less than those for housing under policy SA11. It is not clear why this is when employment sites should also deliver a net gain in biodiversity as required by NPPF paragraph 170 and could contribute to a coherent network of green infrastructure as required in the majority of the housing allocations.

As stated previously, without more detailed ecological information for each of the allocated sites it is difficult for SWT to assess their suitability for development. However, we will make some site specific comments based on the aerial photographs and desktop information available to us. A lack of comments does not constitute support for the allocation.

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/5						
<p>Waste Management</p> <p>There are no specific comments at this stage. However, it should be borne in mind, that the cumulative effect of additional housing will put further pressure on the waste management facilities, but in the short to medium term, there is capacity within these sites to offset this pressure. However, the recent waste strategy from DEFRA indicates there may be a future requirement to separate more waste streams (such as food waste, textiles, hazardous waste) at the kerbside, and there is not current capacity or infrastructure available to support the district councils with providing this service to residents.</p> <p>Therefore, waste management facilities may need future improvements/ expansion to accommodate this requirement, but it is unknown at this time what this would be, and the timescales for this.</p>						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/9						
<p>General Comments: Future development should have regard for, and contribute to, the aspirations for new walking and cycling infrastructure listed in the West Sussex Walking and Cycling Strategy 2016-2026. This could be in the form of developer contributions or on-site and off-site works. In addition opportunities to link with and/or enhance the walking and cycling network should be investigated where routes and infrastructure currently exist.</p> <p>New cycling infrastructure should be provided in accordance with the West Sussex Cycling Design Guide. We are also aware that the Department for Transport is due to release an updated version of Local Traffic Note 02/08 and therefore new development should also follow the updated guidance.</p> <p>The developments should also seek to support the aspirations of the government's Cycling and Walking Investment Strategy, which advocates the development of Local Cycling and Walking Infrastructure Plans (LCWIP). MSDC may wish to consider developing LCWIPs in the three main towns and perhaps also some of the larger villages. This may help to secure new walking and cycling infrastructure associated with future development.</p>						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/11						
<p>Lead Local Flood Authority</p> <p>WSSC has been working with MSDC over recent years in the Local Plan process, with regard to flooding there are no additional comments on the proposed allocated sites.</p>						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/12						
<p>Fire and Rescue Services</p> <p>It is estimated that the scale of increase proposed in the DPD would incur in excess of 800 calls per year to WSFRS. This increase would demand the need for improvement, extension or replacement of several fire stations serving the Mid Sussex area.</p> <p>Any increase in population, particularly over 65, will increase pressure on the service, as will any increase in commercial floorspace. WSCC would like to work with CBC following the Reg 18 consultation to identify specific mitigation requirements from planned development to be reflected in policy and/or the Infrastructure Delivery Plan.</p> <p>In addition, development of this scale will lead to a significant increase in activity levels for Community Fire Safety; prevention activity and work for the Business Fire Safety Team. At this stage, without knowing the detail of planned commercial, leisure and healthcare developments, it is not possible to predict what this increase in activity would look like. However, there will be components of the development plan that will fall under the Regulatory Reform Order 2005, which will attract extra work from the Business Fire Safety Department. Further detail cannot be given on Fire Safety requirements ahead of the completion of the Grenfell enquiry.</p> <p>With regard to the comments above regarding increased activity, WSFRS would urge developers to consider all due fire precautions including domestic (and commercial) sprinkler systems and also access required for Emergency vehicles.</p> <p>Developers will need to continue to liaise with County Council Highways to ensure that suitable access for emergency vehicles to all the new developments is provided.</p> <p>There may also be the need to carry out work to ensure that sufficient supplies of water in terms of volume and pressure are available for firefighting purposes. The developer should provide the infrastructure required to serve any of the new developments.</p>						

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference: Reg18/792/13						
<p>Library Service</p> <p>In all cases it would be expected that developer contributions would be required and go towards the nearest library.</p>						

WSCC proposd text to be included in the DPD

Sustainable transport

The information below is applicable to all strategic development sites. What constitutes the final sustainable infrastructure provision will be very much dependant on a number of parameters, including but not limited to; the scale of the development, the existing highway infrastructure and the exiting and post development bus service provision. All sustainable infrastructure is required to be designed and provided at an appropriate scale to the development and surrounding environment to enable travel by sustainable modes that meet local and national objectives on sustainable travel and air quality.

Real-Time Passenger Information (RTPI)

Bus stops with shelters with Real-Time Passenger Information (RTPI) located within a maximum of 400m walk of homes. For strategic sites over 250 homes, these should be within the development and include the provision of a sustainable ‘transport hub’ which would provide enhanced waiting facilities and public transport information. Strategic sites are likely to require the provision of multiple bus stops, dependant on the scale and geographical size of the development. Where bus stops are on a busy road, signal controlled pedestrian crossings are likely to be required, located near to the stops. Provision of refuge island crossings may be acceptable at some locations which are less suitable for a controlled crossing.

Bus Priority at Signal Controlled Junctions

The provision of bus priority at signal-controlled junction within the site and at significant junctions connecting the site to major destinations including town centres and onward travel modes. Bus priority at signal-controlled junctions should primarily utilise Selective Vehicle Detection (SVD) method of bus priority that allows buses to be progressed through traffic signals by prioritising their passage to improve speed and reliability for passengers. SVD should be incorporated at both isolated and linked junctions. Where MOVA is already installed, SVD should be incorporated into the junction control system.

Future technology developments within bus priority at signal control junctions, including local (vehicle to infrastructure communication) and global communication systems, should also be incorporated if these technologies have proven their benefits and the highway authority has included them in their network control mechanism.

Bus Priority (Physical) Measures

Physical bus priority measures such as bus lanes and bus gates should be provided at strategic developments within the development site and at significant junctions connecting the site to major destinations including town centres and onward travel modes.

Pedestrian and Cycling Links

The provision of safe, convenient and direct (prioritised) pedestrian and cycle links to local attractors and onward travel modes should be provided.

Future Technology

Incorporation of future proofing for technological developments in transport, such as Autonomous Vehicles (AV) and Mobility as a Service (MaaS), should be incorporated in development master planning.

<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b> Reg18/689/16				
<p>We would encourage your Council to identify as part of the allocation of individual housing sites the kind of housing mix (including size, older and disabled person needs etc and, in the case of affordable/social housing, tenure) that the Council considers, having regard to relevant neighbourhood plans, is most needed and appropriate. It is every bit as important that the right types of homes are built at a given location to meet local and special need as that the right number of dwellings are built.</p> <p>Whilst we appreciate that the potential for a development to fund infrastructure and public services provision is something addressed at a detailed level at planning application stage, the implications of serious systemic deficiencies should surely be considered at this allocation stage.</p>				

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b> Reg18/602/7				
<p>Where is there any reference to the Policies agreed before the making of the Neighbourhood and District Plans. Are they just to be ignored and what surveys have been undertaken to consider the impact on air quality if some or all of these developments are undertaken.</p>				

<b>602</b>	<b>Mr J Beale</b>	<b>Organisation:</b> East Grinstead Society	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b> Reg18/602/1				
<p>East Grinstead does not have the road infrastructure to support the suggested developments. The road network has been subject to much criticism as the junctions on the A22 and the A264 prove inadequate to satisfy current demands.</p> <p>The position will only get worse when current approved planning applications are built. Hill Place Farm and three sites along the Copthorne and Crawley Down Roads (18/3022, 16/5502 and 17/2570 ) total 321 houses .</p> <p>If the sites suggested in the DPD were to be approved for building then the traffic from an additional 772 houses would be competing for road space together with that from those sites detailed in the District and Neighbourhood plans. These latter items, of course, would include the 200 released from Windmill Lane as the lower Imberhorne School is consolidated with the senior school on Imberhorne Lane . This prospect is unsustainable. There must be a decision on the work necessary on the junctions, the timetable for the works to be done, who will pay for it ( the developers?) before any building works are approved on these schemes. It is not just a consultation entitled “Broad locations to be subject to detailed investigation for highway safeguarding” but an action plan which makes scheme approval dependant on the road works being carried out.</p> <p>Infrastructure is not just about roads. There are doctors, dentists, schools, libraries and other services to be considered. If the inhabitants of the town are to be properly provided for we must consider developments on our District boundary which may wish to use East Grinstead facilities as they are closer than those in their own area.</p> <p>Has there been any liaison with neighbouring local authorities about these matters? Just to take one example we seem to recall that Surrey County Council was unamused by the prospect of heavier traffic on the A22 northwards when the routes of the East Grinstead Bypass was under consideration.</p> <p>It has also come to our notice that an Appeal is in progress in respect of the refusal of an application to build 101 houses at Frith Manor Farm, Lingfield Road (APP/M3645/W/19/3237774) in neighbouring Tandridge District which would inevitably add further traffic to our overstretched road network, the junctions thereon and the town’s services if the Appeal was granted.</p>				

Reference: Reg18/725/4

It is part b of paragraph 172 that is of particular importance in this instance. It is not considered that MSDC has considered sites outside of the AONB should be used to meet the identified residual housing requirement. It would appear that sites have been selected because of their conformity to the spatial strategy and hierarchy without the proper application of the ‘great weight’ required to protect the AONB.

The approach of allocating sites within the AONB as opposed to ‘outside the designated area’ should have been tested through a robust analysis of reasonable alternatives within the Sustainability Appraisal. The failure to do this adequately is a matter of soundness and it is considered that the Sites DPD fails the tests within the NPPF on this basis alone.

In order to rectify this issue of soundness prior to next stages of consultation of the Sites DPD it is suggested that the Site Selection process is revisited to consider sites which fall outside of the AONB. Floran Farm is not within the AONB and has been discounted at an early stage and must now be reconsidered. In doing so regard must be had to the Planning Practice Guidance which addresses the question of ‘what happens if the assessment indicates that there are insufficient sites / broad locations to meet needs?’

The council has sought in their assessment of sites to grade the level of harm within the category of less than substantial harm. This is not appropriate way to suggest that this harm could be mitigated if it is at the lower end of ‘less than substantial harm’ is an incorrect interpretation of planning policy, legislation and guidance. The most recent authority on this matter is in the high court decision for James Hall and Company Limited v City of Bradford Metropolitan District Council & Co-operative Group Limited & Dalehead Properties Limited in a judgement handed down on 22 October 2019 ([2019] EWHC 2899) where the ruling confirmed that ‘negligible’ or ‘minimal’ harm still equates to ‘harm’ for the purposes of the heritage tests in the NPPF.

It is not considered that the harm caused to heritage assets has been adequately assessed within the Sustainability Appraisal for many of the proposed sites and further consideration is required of the sites in this regard. This would include assessing sites which would not have an impact on heritage assets through a robust application of reasonable alternatives within the Sustainability Appraisal.

<b>723</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Manoir Properties	<b>Developer</b>
<b>Reference:</b> Reg18/723/4 <p>The council has sought in their assessment of sites to grade the level of harm within the category of less than substantial harm. This is not appropriate way to suggest that this harm could be mitigated if it is at the lower end of ‘less than substantial harm’ is an incorrect interpretation of planning policy, legislation and guidance. The most recent authority on this matter is in the high court decision for James Hall and Company Limited v City of Bradford Metropolitan District Council &amp; Co-operative Group Limited &amp; Dalehead Properties Limited in a judgement handed down on 22 October 2019 ([2019] EWHC 2899) where the ruling confirmed that ‘negligible’ or ‘minimal’ harm still equates to ‘harm’ for the purposes of the heritage tests in the NPPF.</p> <p>It is not considered that the harm caused to heritage assets has been adequately assessed within the Sustainability Appraisal for many of the proposed sites and further consideration is required of the sites in this regard. This would include assessing sites which would not have an impact on heritage assets through a robust application of reasonable alternatives within the Sustainability Appraisal.</p>				
<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/6 <p>We object to Policy SA11, which is not “Sound”. This on the basis;  It fails to be “Positively Prepared” where it neglects to meet the identified need for specialist accommodation, specifically extra care;  The failure to allocate sufficient sites to meet the need for extra care housing is contrary to Adopted Local Plan Policies DP25 and DP30 and therefore fails to be “Justified” and “Effective”  The DPD is not “Consistent with National Policy” as it disregards para 61 of the NPPF and the PPG (Housing for Older and Disabled People).  It is therefore concluded that the SA DPD is “Unsound”.</p>				
<b>700</b>	<b>Mr C Reynolds</b>	<b>Organisation:</b> Hallam Land Management	<b>Behalf Of:</b> Hyde Estate	<b>Developer</b>
<b>Reference:</b> Reg18/700/3 <p>As such, HLM recommends it would be prudent if the Council considers safeguarding additional development sites for housing, which could serve development needs in the longer term. Any sites the Council allocate should be genuinely capable of development when required and should be located where future development would be an efficient use of land; well-integrated with existing development and promotes sustainable development.</p>				

791	Ms J Ashton	Organisation:	Judith Ashton Associates	Behalf Of:	Wates - West Crawley Down	Developer
Reference:		Reg18/791/7				

As a category 2 settlement we believe that Crawley Down could accommodate more growth without prejudice to the local environment, and find it somewhat counter intuitive that the Site Allocations DPD looks to allocate more development in less sustainable and more environmentally constrained category 3 settlement than it does in the more sustainable and less constrained category 2 settlements. There is nothing in the evidence base that justifies this approach.

Given the above we would suggest that policy SA11 looks to allocate additional sites within the category 2 settlements to help address the miss-match in the housing supply and at the same time provide for more flexibility in the supply.

In addition to the above we would question whether all the housing sites allocated in the Reg 18 Plan are deliverable and/or developable having regard to the definitions of these terms in the Glossary of the NPPF, and what evidence is there to support this. This would also warrant further allocations from which to rely on to fully meet the identified need.



At present, the necessary evidence to demonstrate why these sites are deliverable has not been published. It is ultimately unclear as and when they will deliver and whether they could be considered ‘deliverable’ to contribute to the Council’s 5YHLS. We are also unable to undertake a review as to whether the delivery rates and lead-in times for these sites are realistic given no trajectory has been published.

The remaining 1,507-units from 11 sites are expected to be delivered in years ‘6 to 10’. These sites would need to be demonstrated as ‘developable’.

Again, the draft Sites Allocation DPD (2019) and its supporting evidence base does not provide sufficient evidence akin to the PPG examples to demonstrate these sites would be ‘developable’. We are again unable to undertake a review as to whether the delivery rates and lead-in times for these sites are realistic given no trajectory has been published.

Given the lack of supporting evidence for the 22 sites, it cannot at this stage be concluded that the proposed allocations will provide a reliable source of supply over the plan-period. There is no firm evidence as to when these sites will come forward, by whom, and at what rate when they do start delivering. Additional evidence akin to the PPG examples will need to be published in order to demonstrate either that these sites are ‘deliverable’ or ‘developable’. It cannot therefore be said that the expected 1,962 units from this source of supply is realistic or a reasonable prospect at this stage.

There are also number of key existing large commitments that may deliver later and at slower rates than expected creating a shortfall in supply. If these existing commitments do deliver later and/or at slower rates than expected, then it will be extremely difficult for the council to meet overall needs and ensure a rolling 5YHLS.

4.23 In addition, there simply is not sufficient evidence to demonstrate the proposed allocations will provide a reliable source of supply top make up the plan-period shortfall. There is no trajectory as to when they may come forward and it the current lack of evidence means that at examination they are unlikely to be found either ‘deliverable’ or ‘developable’. Based on the evidence published, it cannot be concluded the new allocations will be able to deliver within the plan-period to meet overall need and ensure a rolling 5YHLS.

Moreover, with a buffer of only 445 units to 2031 it would only take a few sites to lapse or deliver later and/or more slowly than anticipated for the supply to fall short of planned for needs. We conclude that the draft Sites Allocations DPD (2019) provides insufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).

Based upon this review, we consider that the combination of existing commitments and newly proposed allocations will be unlikely to both meet overall planned for housing requirements and ensure a rolling 5YHLS in accordance with Paragraph 73 of the NPPF (2019). The key reasons for this are summarised below.

To be genuinely plan-led and ensure that the Sites Allocation DPD is effective, the Council should seek additional allocations now through the plan-making process to provide an additional supply buffer to take account of the key need and supply issues identified. In particular, sites will need to come forward in the short term to take account of the Northern Arc site likely delivering later than anticipated as well as to overcome an existing backlog in supply. Additional feasibility evidence for the proposed allocation sites and additional allocations will need to be prepared to ensure the plan is justified. Additional allocations will also ensure the plan is positively prepared to meet minimum housing identified housing needs including the unmet needs of the housing market area more generally.

6.4 As detailed in other supporting representations, Fairfax has interests in a range of sites within the District that should be allocated as part of the emerging Sites Allocations DPD. These sites are either deliverable and developable and could deliver a significant quantum of homes over the plan-period to ensure that the Council can meet its overall housing requirement and ensure a rolling 5YHLS in years to come. Allocating these sites would ensure a plan-led and effective approach to planning with the sufficient flexibility required to ensure housing needs are met in Mid-Sussex District.

<b>705</b>	<b>Mr O Bell</b>	<b>Organisation:</b> Nexus Planning	<b>Behalf Of:</b> Miller Homes - Lewes Road HH	<b>Developer</b>
<b>Reference:</b> Reg18/705/5				
Table 2.5 within Policy SA11 outlines that 1,412 dwellings are proposed to be allocated within Category 1 Settlements, albeit only 25 dwellings are to be allocated at Haywards Heath. Within the District Plan it is clear that Burgess Hill has by far the most housing allocations, including the Northern Arc and therefore at a strategic level it is difficult to understand the justification to allocate almost a further 600 dwellings on the edge of this settlement. As a starting point, logic would suggest an even split of housing across each of the Category 1 Settlements, which is indeed broadly reflected through demographic analysis as outlined below.				
<b>703</b>	<b>Mr G Wilson</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Fairfax	<b>Developer</b>
<b>Reference:</b> Reg18/703/4				
However, it is inevitable that there will be a level of attrition of sites through the consultation process, with sites dropping out prior to the Site Allocations DPD being adopted. Therefore in order to ensure that the provision of sites remains robust and flexible, additional sites should be included that will ensure that the volume of housing delivery required is achieved with a suitable buffer in order to ensure flexibility in delivery.				
<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b> Sustain Design	<b>Behalf Of:</b> The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b> Reg18/766/7				
In summary based on the above we object to Policy SA11 on the grounds that it is based on information that can be considered out of date and therefore incorrectly allocates housing around the district and between the Category Settlements. This results in placing a large concentration of homes on sites in East Grinstead that will cause unacceptable impact on not only immediate residents but for of the whole of East Grinstead due to an overwhelming impact on the local road infrastructure during morning and evening rush hour and at school pick up time. We feel the policy needs to be reviewed to re-consider the sites chosen based on the most up to date information and any new sites which may have come forwards such as the one enclosed.				
<b>676</b>	<b>Mr D Sullivan</b>	<b>Organisation:</b> Thakeham	<b>Behalf Of:</b> Land west of Old Brighton Road PP	<b>Developer</b>
<b>Reference:</b> Reg18/676/2				
By way of overview of this representation, we would suggest that the draft Site Allocations DPD absolutely requires site allocations in Pease Pottage. There are currently none. The reason for site allocations in Pease Pottage is owing to the need for increased housing delivery in the District, under-delivery of the Northern Arc in Burgess Hill and that the strategic allocation for 600 dwellings does not preclude smaller sites from coming forward in the settlement. This is especially so given the well provisioned level of services and facilities of Pease Pottage with its Category 3 tier status in the settlement hierarchy.				
The fundamental concern with Site Allocations Policy SA11 is that there are no sites proposed for allocation in Pease Pottage, a Category 3 settlement (a medium sized village in the settlement hierarchy). This is completely out of step and a wholly unacceptable approach. As stated in the adopted Local Plan, Category 3 settlements provide essential services for the needs of their own residents and immediate surrounding communities. Consequently, the approach in Policy SA11 is not a sound one.				

674	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Land east of College Lane HP	Developer
Reference: Reg18/674/5				
The fundamental concern with Site Allocations Policy SA11 is that no sites are being afforded a draft site allocation in Hurstpierpoint. As a Category 2 tier settlement – a larger sized village - in the settlement hierarchy within the adopted Local Plan, this is completely out of step and a wholly unacceptable approach. It does not make for a sound plan or Site Allocations DPD.				

672	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Great Harwood Farm House	Developer
Reference: Reg18/672/4				
The fundamental concern with Site Allocations Policy SA11 is that there are too few sites (3) afforded an allocation in East Grinstead. This is not reflective of its Category 1 settlement status which means it has a comprehensive range of supporting services and facilities. Consequently, this is completely out of step and a wholly unacceptable approach. It does not make for a sound plan.				

675	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Land West of Kemps HP	Developer
Reference: Reg18/675/4				
The fundamental concern with Site Allocations Policy SA11 is that no sites are being afforded a draft site allocation in Hurstpierpoint. As a Category 2 tier settlement – a larger sized village - in the settlement hierarchy within the adopted Local Plan, this is completely out of step and a wholly unacceptable approach. It does not make for a sound plan or Site Allocations DPD.				

5	Mr B Morgan	Organisation:	Behalf Of:	Resident
Reference: Reg18/5/1				
While further development is inevitable, there is one overriding factor arising from all recent development plans both proposed and approved; and that is infrastructure.				
While individual plans cover infrastructure within the immediate areas concerned, the wider picture is constantly being ignored. Burgess Hill is largely a compact conurbation with traffic arteries built when the town was in it's infancy. Developments in and around the town over the last 40 years has seen little provision for the increased traffic in and through the town. Western Distributer Road being the only exception.				
None of the new plans – Northern Arc in particular, and now these new proposals, make any mention of the provision of new relief roads for the centre of Burgess Hill. Land and funds MUST be set aside, at the very least to provide a southern link from Jane Murray Way to Keymer Road and thence Ditching Road. More and more traffic being fed into Folders lane and Keymer Road are particular potential problems.				
If this opportunity missed, Burgess Hill will forever be blighted by clogged existing arteries through the town which are already unfit for purpose, in both capacity and condition. The Town cannot thrive without effective traffic movement and no amount of 'green initiatives' are going have sufficient impact to alleviate the growing congestion.				

2	Mr and Mrs A & S Warner	Organisation:		Behalf Of:		Resident
Reference:		Reg18/2/1				
<p>It would appear from the District Plan figures that Burgess Hill has sufficient housing allocations to meet the housing numbers requirements for the duration of the Plan. Site Selection Paper 3 page 38 states that Burgess Hill would not require to provide any further sites up to 2031</p> <p>The Development Plan states the importance of a fair distribution of the sites across the District, but Haywards Heath and Lindfield show 25 sites, East Grinstead shows 802, and Burgess hill 615. This is not 'fairdistribution'.</p>						

479 Mrs R Noke

Organisation: ECA Architecture &amp; Planning

Behalf Of:

Promoter

Reference: Reg18/479/1

The draft site allocation DPD has discounted the LVS Hassocks site in Sayers Common for not complying with the district plan strategy. I am seeking clarification as to which specific policies that it complies with?

Additionally if it is due to a detachment from the village, whether the Kingsland road scheme that has an approval on the adjacent site was factored into the initial decision making process in this regard?

770 Mr P Tucker

Organisation: Felbridge Protection Group

Behalf Of:

Organisation

Reference: Reg18/770/11

C - Other better alternatives that are sustainable should be substituted for the East Grinstead sites

In particular, it is noted that a substantial site at Crabbet Park has been dismissed without a credible reason. This site clearly has the ability to sustainably service Crawley Borough's needs for additional housing, the very unmet needs that the Site Allocations DPD is designed to address. It is considered that a site such as Crabbet Park, adjacent to Crawley but in Mid Sussex, could deliver the Crawley unmet need sustainably and without necessitating the compromises and failure to meet national planning policy that siting the additional homes at East Grinstead would require.

The Crabbet Park site could include local employment space on site, whereas there are no proposals for additional employment space at East Grinstead and so new residents would have to commute, in large part to Crawley/Gatwick. Unlike East Grinstead a location such as Crabbet Park will not site new homes 13km from Crawley/Gatwick where new residents are expected to work. Houses at Crabbet Park could be linked directly to the Fastway network, thus substantially reducing the need to travel to work and further decreasing the likely use of private cars to make such journeys.

The reason provided by the Council for dismissing such sites without detailed exploration is wholly unconvincing, The Council asserts that the site does not meet the settlement hierarchy (DP5), yet other sites abutting Crawley in Mid Sussex evidently do since they have been granted planning permission.

This settlement hierarchy was developed and tested to meet a much lower need for housing in Mid Sussex when the submission draft District Plan worked on delivering 800 dpa. This was subsequently increased to 875 dpa. The suitability of the settlement hierarchy to deliver a further increase to 1,090 dpa has never been properly tested. It was, as the Inspector notes, "a pragmatic solution" to the shortfall in the submitted District Plan.

The reasons for dismissing sites such as Crabbet Park "out of hand" would be more convincing if the Council had applied the settlement hierarchy in the same way for all sites. It has not, having granted planning permission to two sites similarly located on the edge of Crawley; namely, the strategic site at Pease Pottage under policy (DP9a); and the mixed use site currently under development between Copthorne and Junction 10 of the M25 (13/04127/OUTES).

It is clear that the principle of developing sites abutting Crawley is established and has been accepted by the Council. The Council should have fully investigated the options to develop housing sites to meet Crawley's unmet need such as Crabbet Park and we urge them to do so now.

Similarly the standalone option of a new settlement has been discarded without strategic assessment and on the assumption that this unmet need at Crawley can be sustainably met elsewhere in Mid Sussex and largely at East Grinstead. This assumption is not supported by the evidence provided by the Council.

<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/7				
<p>The Site did not pass this stage. No specific justification is provided within the “High Level Assessment” document as to why it did not pass the above criteria. This is especially in the light that the Site is positioned within 150m of the settlement boundary (circa 110m) and is accessible by road and foot. Furthermore, the assessment assessed the Site with a capacity of 50 dwellings (not 132, as per the Stage 1 SHELAA). Notwithstanding, that the Site has capacity for a greater number of dwellings and development at this scale or larger is not considered to be excessive relative to the settlement - which has a residual housing requirement of 39 dwellings (see Appendix A to the Site Allocations DPD). There is therefore no clear justification for the removal of the Site as this stage.</p> <p>Notwithstanding, the above criteria result in a fundamentally flawed selection process. The criteria do not provide for any qualitative analysis of proposed ‘uses’ of submitted sites i.e. could it contribute to meeting a specific identified need such as for specialist accommodation/extra care. In failing to take into account such criteria, the Council has removed its ability to meet the needs identified in its own evidence base (HEDNA, August 2016) - which identifies a significant need for extra care accommodation and is written into the Local Plan to be addressed through the Site Allocations DPD (Policies DP25 &amp; 30).</p> <p>The Stage 2 criteria therefore takes a too ‘broad brush’ approach based solely on geographical location and settlement hierarchy, as opposed to considering the different uses that have been promoted through the SHELAA and an assessment if there are overriding circumstances that would warrant Stage 2 being passed – i.e. if sites meet a specific identified need such as for extra care housing.</p>				

<b>636</b>	<b>Ms R Noke</b>	<b>Organisation:</b> ECA Architecture	<b>Behalf Of:</b> Licensed Trade Charity	<b>Promoter</b>
<b>Reference:</b> Reg18/636/3				
<p>The reasonable alternatives have not been appropriately assessed through the Sustainability Appraisal and it is considered that the recently approved site at Kingsland Road should factor into the village boundary, thereby impacting on the initial assessment results. As a result, the LVS Hassocks site is now adjacent to the boundary of the village and is therefore a far more sustainable option than before or Site 30. The allocation of the LVS Hassocks site will create built form adjacent to the built up area rather than on a more isolated countryside site.</p>				

The second criterion in the Stage 1 Assessment of Sites had regard to the “Size of the site in relation to the existing settlement hierarchy and indicative housing requirements for individual settlements”.

As previously identified within these representations, the adopted Development Plan identifies Hayward Heath as a Tier 1 settlement. The classification of such settlements as set out in the MSDP is outlined below:

“Settlement with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements.” 3.16 In this context, Hayward Heath should be considered as a suitable and sustainable location to allocate additional growth, without the need to place undue pressures on lower Tier settlements in the District as the Council seeks to address its housing land supply for the remainder of the District Plan period.

Crest Nicholson highlight the inability of Mid Sussex to allocate additional land within, or adjacent to Haywards Heath as a continued flaw in recognising the important and strategic role that this area plays in accommodating development in a sustainable location. It has been demonstrated through these representations that the site being promoted at land north of Old Wickham Lane can further assist Mid Sussex District Council in providing residential development in a sustainable and accessible location.

The latter section of this criterion states that “sites that deliver levels of growth, significantly beyond that required by the District Plan strategy, are not considered to be compliant with the strategy.”

Crest Nicholson have significant concerns over the use of this criterion to identify additional development sites across the remainder of the plan period. In part this concern arises due to the fact that the requirements for specific settlements are expressed in the MSDP as being “minimum requirements”, rather than absolute requirements. Figure 3 above is taken from the emerging Site Allocations DPD provides an updated position with regards to the minimum residual development within the plan period to that shown in Figure 2.

It is clear that by discounting sites which could ‘over deliver’ the requirement set out in the District Plan strategy would not provide any flexibility in order to help achieve the housing requirement across the plan period, nor reflect an approach which assisted in maintain the Council’s rolling five year housing land supply position across this period.

This criterion represents an unjustified approach as it expects the anticipated sources of supply to deliver both on time and the manner in which they are currently predicted whilst not taking account for potential shifts in the housing market.

Crest Nicholson find it pertinent to note that the SADPD proposes allocations for residential development at less sustainable settlements than that of Haywards Heath, namely at the Tier 2 settlement of Hassocks, the Tier 3 settlements of Ardingly and Handcross and the Tier 4 settlement of Ansty.

In addition, Crest Nicholson are concerned that this approach to discounting sites on the basis that it could result in the ‘over delivery’ against the MSDP expectations could, by implication cause additional housing to be directed to less sustainable and accessible locations.

Crest Nicholson highlight that the SADPD does makes an over provision of housing at Hassocks, a Tier 2 settlement, for an additional 100 dwellings. A similar unjustified approach is taken at both Ardingly and Handcross for both 100 and 65 dwellings respectively, when compared to the requirement set out in the Mid Sussex District Plan.

Reference: Reg18/747/4

Appendix 5 of ‘Site Selection Paper 1’ identified sites that are not considered to be compliant with the District Plan Strategy. This includes the proposed site at Pease Pottage, identified under SHELAA ID 647 ‘Land north of Pease Pottage, West of Old Brighton Road, Pease Pottage,’ which was referred to as having capacity for up to 180 dwellings. The Council does not provide an assessment as to whether the site is inconsistent with one or both of the criteria referred to above.

The following text demonstrates how the site is, in fact, in compliance with the criteria described above and should be reconsidered for residential development within the emerging Site Allocations Development Plan Document. As this analysis demonstrates, the site should not have been discounted.

This criterion seeks to differentiate between sites which are connected to or remote from existing settlements. A2D agree with the Council that this is a reasonable exercise in principle; however the application in this case is flawed. In particular the Council’s approach appears to consider the relationship of sites to the built up area boundary as defined on the out of date Policies Map. However in the case of Pease Pottage that approach is inappropriate and that a more pragmatic approach should be considered when evaluating site against this criterion to reflect the actual circumstances present at the village.

In this instance, the built up area boundary of Pease Pottage, as shown in Figure 1 above, fails to take account of major residential development located outside of that boundary which has been approved and subsequently delivered at Pease Pottage. A2D consider that these developments have altered the built form and edge of Pease Pottage, extending the settlement to the north and west beyond the built up area boundary as defined on the Policies Map.

Therefore it is reasonable to conclude that whilst not identified within the built up area of Pease Pottage, the proposed site relates well to the existing settlement, including adjoining residential developments.

3.23 In light of the above comments, we do not consider that the site promoted by A2Dominion can credibly be considered to fail the Council’s first criterion regarding ‘Connectivity with existing settlements’. In fact the site accords with that criterion.

Notwithstanding the site’s close proximity to the town of Crawley and the range of employment opportunities and community uses available through primary and secondary schools, leisure facilities, and travel connections to London and the wider south east, the strategic allocation of development to the east of Pease Pottage will alter the existing character of settlement from a medium sized village to one of a larger scale and capacity and with a greater range of services and facilities.

We consider the current assessment of settlements to be flawed in so much that it does not seek to take account of recent development since the adoption of the MSDP with specific reference to the existing and future capacity of Pease Pottage as a sustainable area for growth within the District.

In addition, A2D are concerned that this approach to discounting sites on the basis that it could result in the ‘over delivery’ against the MSDP expectations could, by implication, cause additional housing to be directed to less sustainable and accessible locations.



691 Mr M Ruddock

Organisation: Pegasus Group

Behalf Of: Persimmon - South Folders Lane

Promoter

Reference: Reg18/691/9

In comparison to these locations, the site at Burgess Hill is considered to be preferable. Although located within the countryside, there is no special designation on this land and the sites border the settlement boundary. As such, development will form a natural urban extension to Burgess Hill in a sustainable location. No significant harm has been identified within the Council's Site Selection Paper and where harm has been identified in general this can be mitigated. Whilst it is acknowledged that new housing needs to be distributed around the Borough, which has necessitated some allocations within the AONB, this does not necessarily mean that the Burgess Hill site should not perform as well as these sites.

2.9 As such, the Council's assessment of the site as 'marginal' is considered to be overly negative, as development of this land would be just as appropriate, with less negative effects than a number of sites that have been assessed to 'perform well'. It is therefore considered that the site at SA13 should also have been assessed as performing well within the Sustainability Appraisal, and as such the site should have been allocated as part of the Council's initial residual requirement with no need for further assessment as a marginal site.

Notwithstanding the above, it is acknowledged that the Council assessed the site as 'marginal', and such sites were not initially allocated as part of their residual requirement. However, the Council correctly assessed that they required a greater buffer to their residual requirement and as such ten 'marginal' sites were considered.

2.11 Of the sites that were considered, only four were considered to be in the highest settlement category i.e. the most sustainable, three in Burgess Hill and one in Haywards Heath. As set out above, the three Burgess Hill sites were considered together (Option B) with the Haywards Heath site separately (Option C) and Option A involved no further allocation.

2.12 As set out within the Council's site selection process, Option B was clearly the most preferable. It scored higher than both other options in terms of health, education, retail and regeneration benefits and did not score lower in any category. Option C was judged to have a more negative impact in terms of land use and biodiversity, and both Options B and C would have a more positive impact than Option A in terms of housing supply and economic development.

2.13 In the summary, the Council state that both Options B and C provide more certainty that the housing need would be met which is a crucial consideration and a requirement of the NPPF. With regard to the other objectives though, there can be no doubt that Option B should be the preferred option. It is in a more sustainable location than the Haywards Heath site at Option C, being largely within 15 minutes' walk of Burgess Hill town centre, health facilities and a primary school. This would also lead to positive impacts in respect of regeneration, whereas Option C would incorporate a site at Haywards Heath which is distant from services and facilities. Option B would also have less of an adverse landscaping impact due to Option C proposing significantly more development on greenfield land and would also have more negative impacts on biodiversity due to the presence of ancient woodland at the Haywards Heath site and its adjacency to a Local Wildlife Site.

2.14 As such, the Council's selection of Option B as the preferred option is considered to be entirely reasonable and correct.

MSDC are required to assess potential reasonable alternative strategies against the selected approach developed for the purposes of the Regulation 18 version of the SADPD. The Council purports to have carried out that exercise by considering three potential Options for the SADPD consultation, as set out in the committee report.

The Options presented however were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.

Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement. In each scenario, the minimum target provision was exceeded in Category 1, 2 and 4 settlements. None of the Options met the Category 3 target residual minimum. This is surprising given that there are nearly the same number of settlements in Category 3 (13) than in all of the other settlement categories where sites are proposed for allocation combined (14). It is not credible that there are no potentially suitable additional Category 3 sites that might be considered as reasonable alternatives for the purpose of the sustainability appraisal. This is all the more pertinent given that the minimum residual provision targeted in the District Plan for Category 3 settlements is the only requirement to have increased under the analysis carried out in support of the SADPD (see section 2 and table above).

The detailed site assessment stage (Stage 3) considered the potential for allocating site 686 for 130 units. The comment provided by way of the rationale for not testing the site further at Stage 4 is given as follows:

“Development considered likely to have an adverse impact on the Conservation Area due to its close proximity” (Site Selection Paper 3, September 2019).

This conclusion is challenged for a number of reasons.

Firstly, site 852 is no differently related to the Turners Hill conservation area than Vicarage Field (allocated for housing in the Neighbourhood Plan under THP2) and Clockfield (identified for housing in the previous Mid Sussex Local Plan). Both of these previously allocated sites directly adjoin the village Conservation Area boundary. Both were considered acceptable in heritage terms through their respective development plan assessments.

Secondly, there is sufficient land available within the promotion area to ensure that an appropriate relationship is maintained between the Conservation Area (including those listed properties within it) and the site.

Thirdly, there is an inconsistency in the Council’s assessments. The SHELAA entry for site 852 comments under “other constraints” that “Development would not have a negative impact on the Conservation Area and/or Area of Townscape Character”. These findings are difficult to reconcile with those in the Site Selection Paper 3.

The subsequent Stage 2 assessment did pick up on potential issues with both Listed Buildings and the Conservation Area, suggesting that the proposal might involve “less than substantial harm” in both cases. However, the performance on these indices was ranked as “pink” rather than “red” (severe).

In relation to Listed Buildings, the assessment states:

Mantlemas and the Red Lion PH Development on this site would fundamental impact on the currently rural outlook to the rear of these buildings. This would be detrimental to their settings and the manner in which their special interest is appreciated”.

These buildings are village properties. Mantlemas was originally a pair of cottages and had been adapted with a shop front prior to the listing of the property in 1983. Similarly, the Red Lion PH, listed on the same date, was a pub when it was listed. These are heritage properties that sit within an intimate setting and their function relied on their relationship with the village for trade/custom. Their significance is apparent in that relationship, rather than their aspect relative to the surrounding land to the rear. We consider that with careful treatment, there is no reason why an acceptable form of development cannot be designed for the submitted site.

Similar considerations apply to the Conservation Area. The Stage 2 assessment states:

“Development on this site would have a fundamental impact on the character of this part of the setting of the Conservation Area. The currently open and rural nature of the site makes a strong positive contribution to the setting of the heritage asset, and as such development on it would detract from the Area’s special character and the manner in which it is appreciated.”

The properties within the Conservation Area are predominantly inward focussed to the main thoroughfares in the village. The area of land to the rear including site 852 is not a position from which the Conservation Area is frequently viewed or specifically appreciated.

Access arrangements for the site have been subject to a formal pre-application consultation with WSCC highways officers (June 2019). A range of alternative arrangements were reviewed. WSCC

did not raise objection to the site access being achieved initially via the adjacent Vicarage Field site, which is allocated in the made Turners Hill Neighbourhood Plan, nor from a northerly access from Turners Hill Lane, subject to further investigation.

Site 852 is potentially a candidate for the approach encouraged under NPPF paragraph 68 (d). The site divides naturally into 3 main component areas as indicated on the Development Principles plan at Appendix B, prepared by Allen Pyke. The southerly parcel would be accessed via the Vicarage Field development and could deliver approximately 46 dwellings. This part of the site should certainly be considered as a means of delivering against the shortfall of 51 units against the minimum residual target for Turners Hill. The larger central parcel has an indicative capacity of 62 dwellings, and the northern area 17 dwellings (a total of 125 units). Allocation of the entire area would address the shortfall in Category 3 villages.

642

Ms C Tester

Organisation: High Weald AONB Unit

Behalf Of:

Statutory Consultee

Reference: Reg18/642/1

It is accepted that part of the consideration of the appropriate level of housing within an AONB will be assessing potential sites for allocation. In considering allocations, para 170 of the NPPF states that planning policies should protect and enhance valued landscapes in a manner commensurate with their statutory status. The NPPF also highlights the need for local planning authorities to differentiate between land of the highest environmental quality and that of lesser quality, and to allocate development accordingly to areas of lesser environmental value (paragraph 171).

Decisions on allocating sites within AONBs should be ‘landscape led’. This requires a robust understanding of landscape including the key characteristics, history and settlement patterns of the wider landscape. The PPG advises that “To help assess the type and scale of development that might be able to be accommodated without compromising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed. To demonstrate the likely effects of a proposed development on the landscape, a Landscape and Visual Impact Assessment can be used” (Paragraph: 037 Reference ID: 8-037- 20190721). These documents need to be supplemented by studies such as historic landscape characterisation. AONB Management Plans are key documents to understanding what makes the area special and therefore what qualities need to be conserved and enhanced when deciding the location, scale and design of new development. Local planning authorities also need to consider the cumulative impact of the proposed sites and such development occurring within multiple Local Plan areas in an AONB. It is not clear from the SHELAA or the Site Selection Paper what evidence has been taken into account when allocating sites within the AONB. In particular it does not appear that Landscape and Visual Impact assessments have been carried out to inform the allocation or the criteria set.

In addition to the above there should be a formal consideration of whether proposed allocations constitute ‘major development’ in an AONB in the terms of NPPF paragraph 172. The second part of paragraph 172 says “Planning permission should be refused for major development<sup>55</sup> other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated”.

Footnote 55 says: “For the purposes of paragraphs 172 and 173, whether a proposal is ‘major development’ is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined”.

Whilst this part of the paragraph specifically refers to planning permissions, it has also been considered relevant by Local Plan Inspectors to allocations within Local Plans. Legal advice provided to the South Downs National Park Authority by Landmark Chambers also concluded that “it would arguably amount to an error of law to fail to consider paragraph 116 (now 172) at the site allocations stage of plan making for the National Park. The consequence of doing so would be to risk allocating land for major development that was undeliverable because it was incapable of meeting the major development test in the NPPF”.

Recommended Action: as assessment should be carried out of each proposed allocation in the AONB to determine whether it constitutes major development. Where a proposed allocation is so considered it should not be included in the submission document unless it is shown to have exceptional circumstances, is in the public interest and complies with the three tests in paragraph 172.

<b>668</b>	<b>Mr A Byrne</b>	<b>Organisation:</b> Historic England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/668/11				
Bearing in mind the overarching principle in the NPPF that harm to heritage assets should be avoided wherever possible, we would expect a selection methodology to assess sites that may have an unacceptable impact on the significance or special interest of heritage assets to be identified. It may then be appropriate to sift out such sites at the site selection stage, or to require further detailed assessment during the site allocations process.				

<b>710</b>	<b>Ms J Coneybeer</b>	<b>Organisation:</b> Natural England	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/710/24				
Natural England advises that allocations outside of the AONB are explored around Tuners Hill to prevent the encroachment of the village into the AONB.				

<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/748/1				
The Sussex Wildlife Trust (SWT) appreciates that the DPD site selection methodology led to the exclusion of sites that were likely to result in an impact on locally designated sites, as explained in figure 3.1 of the Site Selection Paper 3. This is very welcome and SWT considers this approach to be in line with the NPPF requirement to distinguish between the hierarchy of designated sites and allocate land with the least environmental or amenity value (paragraph 171). Local Wildlife Sites act as core areas within the district's ecological network and therefore should be maintained and enhanced. That said, overall SWT is very concerned about the proportion of greenfield sites being allocated within the DPD, particularly given that no site specific ecological data appears to have been provided or considered in the site selection process.				

<b>714</b>	<b>Mrs B Cox</b>	<b>Organisation:</b> Ardingly Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b> Reg18/714/4				
While Ardingly Parish Council has serious concerns about the suitability of SA25 as outlined above, we endorse the rejection of two assessed sites, namely; land east of High St, ID 691 and Butchers Field, south of Street Lane, ID 495.				

Reference: Reg18/726/10

<p>Cuckfield Parish Council request factual updates to the proformas relating to sites within the Parish.</p> <p>Site 479 - Land at Hanlye Lane to the east of Ardingly Road, Cuckfield</p> <p>Planning Constraints</p> <p>8 Landscape</p> <p>The site allows long views to the South Downs and includes TPOs and species-rich hedgerows. These constraints should be added to the site proforma. The site clearly has substantial landscape sensitivity and, as a result, low capacity and the proforma should be amended accordingly.</p> <p>9 Trees/TPOs</p> <p>It should be noted that the site contains many TPOs.</p> <p>Other Considerations – Neighbourhood Plan</p> <p>Add CNP4 – Biodiversity</p> <p>Recommendation</p> <p>Amend to site is not proposed for allocation</p>	
<p>Site 63 – Broad Street, Cuckfield</p> <p>Planning Constraints</p> <p>8 Landscape</p> <p>The text currently states: ‘Recent development at Denning Place is consistent with the linear pattern and does not indicate that development at Site 63 is acceptable in principle.’</p> <p>The following text should be added:</p> <p>...as confirmed on appeal (Appeal Ref APP/D3830/W/15/3038217). The site would not maintain the distinctive view from Broad Street (View 9 of Neighbourhood Plan). Development would close the only gap along Broad Street between Cuckfield and Haywards Heath and would increase the coalescence of these settlements.</p> <p>Deliverability Considerations</p> <p>12 – Deliverability</p> <p>The text currently states ‘Site in control of housebuilder.’ This is questioned as the land appears to have become part of a domestic garden and car park for the adjoining dwelling to the south.</p> <p>Other Considerations – Neighbourhood Plan</p> <p>Add CNP3 – Preventing Coalescence between Cuckfield and Haywards Heath</p> <p>The Parish Council supports the recommendation.</p>	
<p>Site 420 - Land north of Brainsmead, Cuckfield</p> <p>Deliverability Considerations</p> <p>12 – Deliverability</p> <p>The text should state that the site was dedicated to the Parish Council as part of a Section 106 agreement in association with the Buttinghill development and, whilst extensive delays have occurred by the developer in making the fields suitable for transfer, it is therefore not available for housing development.</p> <p>Other Considerations – Neighbourhood Plan</p> <p>Add CNP5 – Protect and Enhance the Countryside</p> <p>The Parish Council supports the recommendation.</p>	

Reference: Reg18/689/2

CPRESx supports the principle of small-scale development within the High Weald on rural exception sites and in other sustainable locations, including sustainable brownfield sites, where that development is focussed on providing affordable and social housing and employment for local people.

With those exceptions, site allocations within the High Weald AONB should only be considered if and to the extent that it can be demonstrated that insufficient sustainable, developable, sites can be identified outside the AONB or other specially designated sites.

We are concerned that the site allocation process for this SA DPD fails to follow the correct hierarchy of selection which, as we explain in the previous paragraph, in our view in effect requires you to consider the sustainability and developability of available sites outside designated areas first (except to the extent that an AONB site meets the CROW Act 2000 s.87(2) criterion), and only to put forward AONB sites if and to the extent that it can be demonstrated that sufficient suitable sites required to deliver the District housing target are not available. It seems clear to us from the summaries of the sites review process that there are available, sustainable sites outside the High Weald that would potentially be suitable for allocation but haven't been allocated.

This also applies to their sustainability appraisal, where simple colour coding is not an appropriate appraisal method to assess their implications on the High Weald. The degree of impact of a given proposed development on the High Weald's integrity as a statutory designated area and on its Management Plan requires a full, careful, environmental appraisal, not staccato summaries.

The failure to have proper regard to national planning policy requirements for the conservation and enhancement of the natural beauty of the High Weald and the Ashdown Forest SPA and SAC is evidenced by the failure of the reference paragraph re Ashdown Forest in Appendix C (General Principles for all Housing Site Allocations) to explain correctly the protective requirements of the NPPF paras 172 and 174-177 or the Habitats Regulations. The great weight that must be given to conservation is not clearly reflected in all the sustainability appraisal analyses of relevant sites. It simply cannot be assumed that mitigation is always the proper answer.

770	Mr P Tucker	Organisation:	Felbridge Protection Group	Behalf Of:		Organisation
Reference:		Reg18/770/3				

On the evidence available, the quantum of development proposed in the draft Site Allocation DPD between East Grinstead and Felbridge cannot be delivered sustainability.

Furthermore, these locations are, at best, sub-optimal in addressing the requirement that Mid Sussex must deliver 1,500 additional houses to meet the expected unmet need of Crawley Borough from 2023/24, as laid out by the Inspector in his report into the District Plan.

We note that other sites exist in Mid Sussex that have the potential to better meet that unmet need for Crawley, but that have been discarded earlier in the process to develop the Site Allocations DPD without thorough examination. This has introduced an unnecessary and unwelcome lack of flexibility to the Mid Sussex spatial plan, that runs contrary to national planning policy.

Under the draft Site Allocations DPD, the ability to meet the Mid Sussex housing requirement would rely on delivering sites at East Grinstead in the same (or very similar) locations to those that were proposed previously under the East Grinstead Area Action Plan DPD [EGAAP] scheme. Despite extensive commitment of resources over six years, the Council failed to deliver this scheme and was forced to finally abandoned in 2010.

The failure to find a way of developing that strategic location during the EGAAP process, despite the expenditure of considerable resources and the inclusion of an expensive multi-modal transport study [MMTS], led directly to the recently adopted local plan arriving ten years late and the failure of the Council to operate a plan-led planning system from 2008 to 2018 (as is required by national planning policy). The Council was arguing that to deliver the strategic development under the EGAAP, £120m at 2006 prices was needed to fund the necessary infrastructure. For the Site Allocations proposals the scale of infrastructure is far smaller. It is important not to repeat that record of failure.

20.It is concerning that now, in this draft DPD, the Council is failing to consider the possibility of a repeat failure when advancing a proposal on sites similar to that of the EGAAP and nonetheless with much less provision for infrastructure and one that runs counter to national planning policy, and in particular the Planning & Compulsory Purchase Act (2004) and the most recent National Planning Policy Framework.

Reference: Reg18/770/4

In particular, it is noted that a substantial site at Crabbet Park has been dismissed without a credible reason. This site clearly has the ability to sustainably service Crawley Borough's needs for additional housing, the very unmet needs that the Site Allocations DPD is designed to address. It is considered that a site such as Crabbet Park, adjacent to Crawley but in Mid Sussex, could deliver the Crawley unmet need sustainably and without necessitating the compromises and failure to meet national planning policy that siting the additional homes at East Grinstead would require.

The Crabbet Park site could include local employment space on site, whereas there are no proposals for additional employment space at East Grinstead and so new residents would have to commute, in large part to Crawley/Gatwick. Unlike East Grinstead a location such as Crabbet Park will not site new homes 13km from Crawley/Gatwick where new residents are expected to work. Houses at Crabbet Park could be linked directly to the Fastway network, thus substantially reducing the need to travel to work and further decreasing the likely use of private cars to make such journeys.

The reason provided by the Council for dismissing such sites without detailed exploration is wholly unconvincing, The Council asserts that the site does not meet the settlement hierarchy (DP5), yet other sites abutting Crawley in Mid Sussex evidently do since they have been granted planning permission.

This settlement hierarchy was developed and tested to meet a much lower need for housing in Mid Sussex when the submission draft District Plan worked on delivering 800 dpa. This was subsequently increased to 875 dpa. The suitability of the settlement hierarchy to deliver a further increase to 1,090 dpa has never been properly tested. It was, as the Inspector notes, “a pragmatic solution” to the shortfall in the submitted District Plan.

The reasons for dismissing sites such as Crabbet Park “out of hand” would be more convincing if the Council had applied the settlement hierarchy in the same way for all sites. It has not, having granted planning permission to two sites similarly located on the edge of Crawley; namely, the strategic site at Pease Pottage under policy (DP9a); and the mixed use site currently under development between Copthorne and Junction 10 of the M25 (13/04127/OUTES).

It is clear that the principle of developing sites abutting Crawley is established and has been accepted by the Council. The Council should have fully investigated the options to develop housing sites to meet Crawley’s unmet need such as Crabbet Park and we urge them to do so now.

Similarly the standalone option of a new settlement has been discarded without strategic assessment and on the assumption that this unmet need at Crawley can be sustainably met elsewhere in Mid Sussex and largely at East Grinstead. This assumption is not supported by the evidence provided by the Council.

No evidence is provided that the substantial and long recognised constraints on development at East Grinstead can be overcome through these proposed allocations.



**1373 Mrs S Mundy**

**Organisation:** Stop Haywards Heath Golf Course  
Development Community Group

**Behalf Of:**

**Organisation**

**Reference:** Reg18/1373/1

The Development Plan process and procedures

The consultation for the Site Allocations DPD has been considered by Councillors in September 2019 as we understand there was some concern about this. It is reassuring to note from the Minutes that this item was considered at length and members were advised that the Council has retained Paul Brown QC to critically review both the preparation of the DPD including the consultation exercise at every stage which is to be welcomed thus ensuring the process is robust.

Housing Supply

We note that the District Council housing requirements figures have been recalculated to take into account completions and planning permissions since the Local Plan was adopted.

We understand that this is in line with the National Planning Policy Framework 2019 (NPPF) requirements and that the Council need to provide an Annual Position Statement<sup>2</sup> on 1 April which explains how their five year housing land supply is calculated and evidenced. This means that your housing land supply figure can be ‘fixed’ for one year to avoid discussion at planning appeals about the supply position at the time of each appeal.

Clearly the process of planning permissions granted and houses built is an ongoing process. It would seem entirely logical for the Council to use their best endeavours to ensure their information on housing supply is based on the most up to date situation in line with the NPPF.

The preparation of the Statement requires the monitoring of housing supply and therefore provides the basis for the calculations of necessary allocations for the Site Allocations DPD.

Whilst this is understood it is worthy of note that a sustained supply of housing units coming forward. Whilst not a detailed analysis a brief review of residential planning permissions on the Council’s website since April 2019 shows a steady and ongoing provision of deliverable sites. Of the larger sites there are:

460 dwellings at Burgess Hill, which is part of the strategic allocation in the adopted Local Plan for that location, was granted permission on 24th July 2019.

The draft allocation for 130 dwellings rear of Friars Oak London Road, Hassocks has very recently been granted permission on appeal (1 November 2019) enabling this to be brought forward ahead of the Site Allocations process.

Planning permission has also recently been granted for 145 units at Perrymount Road in Haywards Heath. This site previously had outline planning but a full planning permission clearly shows an intent to bring this site forward and in line with NPPF policy and guidance can now be counted towards housing supply. It is reasonable to conclude that at least 700 units are being brought forward early in the Local Plan process.

Discounting any demolitions or replacement applications, planning permissions approved through windfall applications is in the region of 90 for the six months since April. This is equivalent to the number set out as the annual allowance for the Council of 84 in their calculations for the test housing supply figures.

National guidance advises that sites with outline permission should not normally be considered deliverable sites. As such it is reasonable to now consider those where reserved matters have been approved since April 2019 as contributing to housing supply.

. 20 dwellings at Bolney Road Anstey

- . 200 dwellings at Turners Hill Road, East Grinstead
- . 50 dwellings at Bolney, Haywards Heath
- . 12 at Dunnings Road, East Gnnstead
- . 303 at Copthorne

This clearly shows an intention by the developers to bring these sites for at 'east 500 units forward arly in the planning period and ahead of the Site Allocations adoption.

Preferred Option for site allocations

Option 2 has been selected as the Council's preferred strategy going forward and this is strongly supported. It is clear that close consideration has been given to how the Council can deliver sufficient sites in the most sustainable manner and in accordance with the housing strategy as set out in the adopted Local Plan.

The choice of Option 2 is entirely logical. It gives a generous buffer in terms of delivering above the minimum residual figure which is in line with government policy in NPPF, but ensures there is not an overprovision of sites.

The rejection of Option 3 is sensible as the allocation of the Haywards Heath Golf Course site is not needed to meet the housing supply requirements. Further, as evidenced in the Sustainability Appraisal the negative impacts on the environment are not justified.

It is understood that the developers/promoters of the Golf Course site have been in discussions with the Council officers for some time and as part of the Council's fact checking stage of the draft allocations process for all sites under consideration. It is reasonable to assume the promoters have had plenty of opportunity to put forward their case for allocation and that it has been given close scrutiny by Council officers. Indeed this is evidenced by the fact that the site was included in one of the options. Nevertheless it is not appropriate or necessary to allocate the site when there are more sustainable opportunities for housing provision.

## 2) SUSTAINABILITY APPRAISAL

Attention is drawn to a number of points in relation to the suitability of the Golf Course site for development For clarification we understand Option C in the Appraisal below equates to Option 3 in the draft Site Allocations.

In Site Selection — Reasonable Alternatives for Assessment on page 58 of the Summary of Appraisal states:

Haywards Heath Golf Course (associated with Option ©) is disto nt from existing services and facilities'

And, when comparing the options states:

'Option € however proposes significantly more development on greenfield land and is likely to have more negative impacts on biodiversity due to the presence of ancient woodland within the Golf Course site, and it's adjacency to a Local Wildlife Site The conclusion is that development on the Golf Course site would have negative environmental impacts which would not be outweighed by the benefits of additional housing over and above what is required to meet supply requirements 3) Further consideration of the Golf Course Site, constraints to development and lack of sustainability credentials

There are a number of points to emphasise here which need to be highlighted and underline the justification for excluding the Golf Course site from any future development plans.

### 3.1. Community facility

Haywards Heath Golf Club is a well-established sports club (since 1922). The Golf Course, Club House and associated facilities are used on a daily basis by a wide range of people of all ages and are open to the public as well as golf club members. There are public footpaths across the site north/south and east/west linking into the woods which are popular and valued recreational routes.

The club, course and grounds are highly regarded by the local community to the extent that local residents, with the support of Lindfield Parish Councils, recently applied for and secured Asset of Community Value status for the Golf Course.

Policy DP24 of the Local Plan seeks to avoid the loss of open space, sports and recreational buildings and land. It is recognised that the policy allows for a replacement of equal or better quantity, quality and accessibility but we would question whether that is possible for a golf course. Moreover, the location and setting are unique qualities which cannot be replicated. The allocation would be contrary to this policy.

### 3.2. Environmental Impact

#### 3.2.1. Green Space

The site is defined as greenfield but that does not properly reflect its high environmental, visual and amenity value. This is not simply farmland. It is a particularly high quality green space in active recreational use as a golf course and as a location to enjoy the public footpaths that wind across the site. The mature trees and rural parkland setting is maintained and managed to a high standard.

#### 3.2.2. Environmental designations

According to the Natural England Magic Maps the Ancient Woodlands of Highgrove Wood and Sugworth Wood run along the entire western and south western boundaries and extend into the site in places. As such, any development will undoubtedly have an adverse impact on the Ancient Woodland. The National Planning Policy Framework (2019) places considerable importance on the protection of ancient woodland. This states at paragraph 175©:

‘development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists;’

An example of ‘exceptional reasons’ is given as infrastructure projects (including nationally significant infrastructure projects, orders under the Transport and Works Act and hybrid Bills), where the public benefit would clearly outweigh the loss or deterioration of habitat. Housing development would not fall into this category particularly when there are clearly more suitable sustainable sites available.

Further environmental designations which may place constraints on development are the proximity of High Weald Area of Outstanding Natural Beauty to the north and the fact that the site is within a SSSI Impact Zone.

Given the golf course is a large natural green space with numerous trees, including and adjacent to Ancient Woodlands, it is reasonable to assume that the site has valuable wildlife habitats which would be lost.

Policy DP37 of the Local Plan resists the loss of development which would lead to the damage or loss of trees, woodland or hedgerows and highlights the importance of protection of ancient woodland.

In light of the above and in particular the ancient woodland designations, the Council is entirely correct in placing considerable weight on the environmental credentials of the site and in

concluding that sites with fewer constraints are available.

### 3.3. Lack of accessibility to facilities and services

Accessibility by modes other than the car is a fundamental aspect of a sustainable site. We have reviewed the information in the SHLAA and the Sustainability Appraisal and are concerned that the information is incorrect resulting in the site being considered more accessible than it actually is. As local residents who use these services and facilities on a daily basis we would like to respectfully make some corrections in relation to the distances we need to travel.

Attention is drawn to the Council's SHLAA Strategic Site Selection Paper 2017 for the Golf Course Site (SHLAA ref: 503) which highlights the remoteness from the key services and facilities. An extract is given below which sets out the Council's overview of accessibility of the site. The figures in this are incorrect. The Sustainability Appraisal states a 15 minute walk is 2km and on that basis a 20 minute walk would be 1.8km. Using these measurements all the services are over 20 minutes walk away save for one bus stop.

The scores given for Health, Education and Retail are incorrect and should all be scored red. We would also raise a question with regard to the regeneration score as the Golf Course site is as set out above 2.3km (20-25 minutes walk) from the Town Centre.

We request that the information in the Sustainability Appraisal be reviewed as a matter of urgency.

We would be happy to provide the Council with additional information in relation to these points.

### 3.4. Transport Issues

#### 3.4.1. Pedestrian Infrastructure

The principal pedestrian route from the site towards Haywards Heath town centre, Lindfield village centre, the railway station, medical centres and the nearest primary schools would be from the site access along part of High Beech Lane and Portsmouth Lane. Both these streets have one footway on the west side of the road and it is approximately 1.5 to 1.7m width for a length of 650m to the junction with Gander Hill and Sunte Avenue.

This restricted footway width is below the standard of 2.0m recommended in the department for Transport's Manual for Streets. Widening this sub-standard footway may not be achievable within the existing highway boundary. The poor quality of the existing pedestrian infrastructure may deter pedestrians walking to and from the site and consequently increase the number of car trips generated by the site.

#### 3.4.2. Public Transport

The nearest bus stop is in Sunte Avenue, 1.1 km from the centre of the site. Bus service 30 provides a circular service serving Lindfield, Hayward Heath town centre, the railway station terminating at Ridgeway to the south of Haywards Heath. The service operates hourly through the day Monday to Saturdays finishing at 18:00. There are also four early morning services linking Lindfield and Haywards Heath between 06:39 and 07:25 that could serve the railway station.

### 3.4.3. Road Safety

In terms of the impact of the site on local highway network, the junction of Portsmouth Lane/Sunte Avenue! Summerhill Lane! Gander Hill is likely to receive additional traffic. Over the most recent five year period, there have been seven personal injury accidents of which two were classed as serious.

The existing junction consists of a four-arm mini-roundabout with a slip lane between the northern and eastern arms.

It is noted that the junction layout provides little horizontal deflection to traffic. This is an acknowledged feature of mini-roundabouts with more than three arms. The only pedestrian facilities are on the western and southern arms which consist of narrow pedestrian refuges.

In view of the junctions record of collisions and lack of facilities for pedestrians, mitigation and safety improvements at this junction may be required as part of a traffic mitigation measures associated with any application for the Golf Course site.

#### 3.4.4. Strategic Highway Modelling

As part of the preparation for the Site Allocations DPD, MSDC commissioned consultant SYSTRA to build a strategic highway model to test various development scenarios up to 2031. Eight scenarios were tested, some of which included the Golf Course site.

The combination of public transport, active travel and highway improvements are predicted to resolve all but two of the severely impacted junctions:

- . A272/ B2036, Ansty

- . A23/ A2300 Southbound on-slip

SYSTRA recommend further work to be undertaken to examine ways to reduce the impact of the proposed S&T Park on the A2300.

#### 3.4.5. Transport Impact of Developing Hayward Heath Golf Course

The strategic modelling undertaken for MSDC has assumed that a range of mitigation measures could be used to reduce severe impacts of the cumulative sites on the highway network. These include promoting active travel, such as walking and cycling for more local journeys. The success of these active travel initiatives are influenced by the distance of the site from local amenities and the quality of the pedestrian infrastructure provided. As the Haywards Heath Golf Club site is 2.3 km from the town centre this presents a significant deterrent to walking trips. This is also compounded by the sub-standard width of the footways in the vicinity of the site that could further deter regular walking to and from the town centre and railway station.

#### 3.5. Local Plan policies

We understand the Site Allocation DPD needs to be in line with the policies as set out in the adopted Local Plan 2018. Attention is drawn to the following Strategic Objectives of the Local Plan 3)

To protect valued landscapes for their visual, historical and biodiversity qualities;

4) To protect valued characteristics of the built environment for their historical and visual qualities;

5) To create and maintain easily accessible green infrastructure, green corridors and spaces around and within the towns and villages to act as wildlife corridors, sustainable transport links and leisure and recreational routes;

11) To support and enhance the attractiveness of Mid Sussex as a visitor destination; and

15) To create places that encourage a healthy and enjoyable lifestyle by the provision of first

class cultural and sporting facilities, informal leisure space and the opportunity to walk, cycle or ride to common destinations.

Allocation of the golf course site would unquestionably be at odds with all of these objectives which form the basis of the local Plan.

4) Conclusion

The Councils preferred option 2 is fully supported. Notwithstanding that there are clearly more sustainable sites in the right places available for allocations, the Haywards Heath Golf Club site is not appropriate for development as set out in the OPD and for the additional reasons given above.

718	Mr S Lambert	Organisation:	The Rowfant Society	Behalf Of:		Organisation
Reference:	Reg18/718/1					

We are extremely anxious about the enormous development proposed on the agricultural land known as Huntsland Farm (Area 688) west of Turners Hill Road, Crawley Down. This would have serious negative effects; on the need for sustainable agriculture post Brexit and likely economic stringency and potential food shortages; on the precious countryside landscape buffer between the High Weald AONB and Crawley-Gatwick; on the coalescence of Crawley down with Crawley; on the flooding of the local ‘Mole’ stream; on traffic on Wallage Lane and Turners Hill Road; and other constraints, such as urbanization of our countryside, noise pollution, vandalism and litter.

Crawley Down school at present is struggling with the number of pupils, where would the people living in this area send their children to school.

Access for his site would appear to be between the Cottage in the Woods and Huntsland, I was of the understanding this is ancient woodland and would hope this would remain as it is.

Crawley Down sadly lacks the infrastructure to deal with these extra houses Thames Water and Southern water are crossing over each other’s boundaries, a good deal of money was spent by one of these companies digging up the land on this site to solve a water issue and failed, further houses will only make the problem worse.

709	Mrs L Wilford	Organisation:	Barton Willmore	Behalf Of:	Retirement Villages Developments	Developer
Reference:	Reg18/709/8					

The need to provide for specialist accommodation, including extra care, was also not a consideration in further rounds of site testing which informed subsequent site s election. The site selection process is therefore fundamentally flawed.

775	Ms K Castle	Organisation: Batcheller Monkhouse	Behalf Of: Griffiths Family	Developer
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Reference: Reg18/775/5

With regard to the appropriateness of the methodology for assessing sites, we have concerns that the Stage 3 Detailed Assessments did not display a thorough balancing exercise covering all planning constraints. In ruling out sites automatically on the strength of a low score in one area means that the potential benefits and much higher scores against other planning indicators are not considered in any comparative way, and any judgement about whether the low scores might be outweighed by the higher scores on different areas is simply not made. Just because one site falls down in one area does not mean that the other benefits and attributes that it displays as a development site do not outweigh that. It is therefore our view that the methodology undertaken to site selection does not demonstrate a thorough consideration of the pros and cons of each site in the round with no evidence of any weighting having been undertaken in the Council's final decision. If no weighting has been undertaken it can't be reliably contended that the Site Allocations proposed are the most suitable when considered against reasonable alternatives.

The sites at Jeffreys Farm have been unfairly scored, particularly in terms of the AONB impact as is detailed in depth in the attached documents, which has resulted in their exclusion from the process where they might not otherwise have been - especially given that all have relatively low impact scores against other planning constraints.

In order to demonstrate the Site Allocations DPD is justified it should demonstrate that it offers the most appropriate strategy when considered against reasonable alternatives. We do not consider the site allocations put forward in the DPD in Horsted Keynes do offer the most appropriate strategy when compared against reasonable alternatives such as the sites at Jeffreys Farm. There are several inconsistencies in the assessments for both Site 184 and 807 which indicate that they should be scored less favourably than they are, and the sites at Jeffreys Farm would in our view score more favourably if all of the points we have raised are taken account of.

Significant concerns have been raised about the accuracy and consistency of assessment of sites in Horsted Keynes and it is considered that these two aspects combined demonstrate that the supply identified in the village is not robust, does not meet the full requirement and does not demonstrate sufficient flexibility to adapt rapidly to change. The DPD does not at present fully meet the requirements of Para 14 of the NPPF in this respect.

683	Ms L Da Silva	Organisation: DMH Stallard	Behalf Of: CME Invest LTD	Developer
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Reference: Reg18/683/2

The background documents published alongside the Draft Site Allocations DPD includes Site Selection Paper 3: Housing, and Appendix B: Housing Site Proformas. We note that the proforma site assessments in this document are the final site assessments, however, in respect of Site 825 (Land at Paygate Cottage) the assessment still refers to the incorrect number of units within the site details section. This does not reflect our previous comments and submissions which demonstrate that the site is proposed to accommodate 50 units, and not the 81 units referenced in the Site Selection Paper.

764	Mr P Rainier	Organisation:	DMH Stallard	Behalf Of:	Reside Hurst Farm CD	Developer
Reference: Reg18/764/2						
<p>We are extremely disappointed to see that land at Hurst Farm has not been included as an allocation in the Draft Site Allocations DPD. We continue to have concerns regarding the site selection process, especially given that the site seems to have been discounted at a relatively early stage (Stage 3) and therefore failed to make the shortlist of sites for consideration. The summary of reasons for discounting the site were;</p> <p>‘Inconsistent with the established nearby settlement form; potential for adverse effects on the rural character and setting of the adjacent listed Building (Westlands).’</p> <p>As set out in previous representations, those concerns are ill-founded and fundamentally flawed. The part of the site proposed for development is consistent with the nearby development form of the village immediately to the south. The site is largely previously developed land with utilitarian buildings extending across the site. Mature trees lie on all four boundaries resulting in a very well enclosed site where development would have no substantive impact on the character of the locality. Furthermore, the setting of the Listed Building to the north-east would be adequately protected. The inaccurate initial appraisal of the site appears to have been accepted as such by the Council. The final version of the Housing Site Proformas has largely (although not fully) taken our criticisms on-board.</p> <p>The background documents published alongside the Draft Site Allocations DPD includes Site Selection Paper 3: Housing, and Appendix B: Housing Site Proformas. We note that the proforma site assessments in this document are the final site assessments, however, in respect of Site 743 (Hurst Farm) it appears that the assessment to discount site 743 was taken on the basis of an earlier inaccurate version.</p>						

762	Mr P Rainier	Organisation:	DMH Stallard	Behalf Of:	Mr Simon Dougall	Developer
Reference: Reg18/762/3						
<p>The Site Allocations DPD Sustainability Appraisal published with the DPD itself, indicates at para 6.12 and 6.31 that the residual requirement for Scaynes Hill is 134 dwellings and of those only 20 are proposed at Firlands. This leaves a 114 dwelling requirement which has been reallocated elsewhere as no other sites were deemed suitable/promoted for inclusion in the Scaynes Hill area. The Nash Farm site (although modest) should, therefore, be seriously considered as allocation would assist in the delivery of further much needed housing in Scaynes Hill.</p>						



Reference: Reg18/694/4

The SADPD seeks to allocate additional housing at Burgess Hill, Hassocks, Ashurst Wood, Handcross, Scaynes Hill and Ansty, six of the settlements that the DP stated would not require additional housing as they have already identified sufficient housing land to meet need.

The significant changes between the DP (adopted only last year) and the SADPD are striking. There is no new evidence on housing need at each settlement so the conclusions reached do not reflect both current policy and evidence. The approach of the Council appears to be that the most ‘sustainable’ sites are taken forward, without any consideration of the settlements themselves and the need to provide for their needs and / or assist in maintaining and enhancing the vitality and viability of such settlements. This approach is not consistent with the provisions of the NPPF and is unsound.

What the SADPD will do is that settlements where there is need for additional development will not be provided by such development, whilst the larger settlements will gain the majority of development. Whilst in theory this is the more ‘sustainable’ option, it does not recognise the reality that many people live and want to live in lower tier settlements and that additional development in these settlements will allow the maintenance and enhancement of local services. It will also have a positive effect in terms of house prices where many local people are unable to buy their own home.

As such, it is our view that failure to meet the local needs of residents and allocate sites in suitable locations is a further failure of the SADPD.

Reference: Reg18/791/8

We note that the SSP3 (appendix b – housing sites), in commenting upon site 688 appears to highlight four main areas of concern:

- archaeology which is said to be a moderate constraint requiring mitigation;
- landscape capacity which is said to be low to medium;
- local road / access which is said to be a moderate constraint requiring mitigation; and
- access to public transport which is said to be poor.

Taking each issue in turn we note:

#### Archaeology

The more detailed critique of archaeology raises no objection to the site’s development subject to an archaeological assessment and mitigation. Likewise, the more detailed critique of the issue of access to public transport highlights the fact that ‘The site has fair access to local services and good access to public transport’. The text clearly contradicts itself. The latter is correct, and the assessment should be amended accordingly, a point we have made in the past to officers.

Having regard to the above we note that the LUC’s report ‘Capacity of Mid Sussex District to Accommodate Development’ (2014), indicates in Figure 4.2: Constraints to Development in Mid Sussex (Primary and Secondary) and Figure 4.3: Constraints to Development in Mid Sussex (Graded by Number of Secondary Constraints) that the land west of Turners Hill Road, Crawley Down is one of the least constrained parts of the district and Figure 5.3: Access to Services Within Least Constrained Areas in Mid Sussex, shows the land west of Turners Hill Road, Crawley Down to be an areas with ‘no primary and less than four secondary constraints but with at least three services within walking distance’. Table 3 goes on to score the site as having ‘medium landscape capacity’. Which is defined as indicating ‘that there is the potential for limited smaller-scale development to be located in some parts of the character area, so long as there is regard for existing features and sensitivities within the landscape’. The 2014 LUC report gave Area 45, within which the Haywards Heath Golf Course, is located the same landscape capacity. Which it retains in Site Selection Paper 3.

Finally, in terms of local road / access, we note the text states ‘Access that runs through centre of site not suitable to serve large scale development. Direct access from Turners Hill Road would be required. Possible requires third party land.’ Again, we have discussed this point with officer’s before and provided a detailed transport note to demonstrate that there are three access options to serve the site. All can be achieved in accordance with relevant design guidance and will work in design, safety and capacity terms; and none requires third party land. A copy of the technical note – ref JCB/MS/ITB9155-024 and dated 8 May 2019 is enclosed with these reps for further consideration.

No consideration was, we note, given to the site being developed on a gradual basis, but subject to an overarching masterplan. Furthermore, the rational for not taking the site forward seems somewhat perverse when other sites of a comparable or greater size have been taken forward as allocations in the site allocations DPD4. Further, giving the recent context of permissions nearby, there is a clear acceptance of this location being suitable for development and an obvious direction of travel for more housing in Crawley Down.

Whilst we would question the assumptions made in the SA when concluding on options A, B and C, we do believe that the land west of Turners Hill Road, Crawley Down was unfairly deleted from consideration within the SA at site selection stage 3 and that it should have been a reasonable alternative to those that were assessed, especially as it is not in the AONB, beyond the 7km zone of influence of the Ashdown Forest SPA, and is not as environmentally sensitive as some sites such as the land at Haywards Heath Golf Club. Whilst option C was rejected by the SA, we believe that other larger sites, especially in category 2 settlements that reached site selection stage 3, such as the land west of Turners Hill Road, Crawley Down should have been considered further in terms of reasonable alternatives and that both the SA and the SSP are lacking in their explanation of what was and was not included in the selection process and why it was/ was not included. Further, we believe option C would, in numerical terms, have provided absolute surety of the requirement being met by overcoming issues of under delivery previously experienced in Mid Sussex.

Reference: Reg18/708/2

The final pro-forma was published in the Site Selection Paper 3: Housing Sites (October 2019). The errors that were identified on behalf of Mayfield Market Town Limited in the submission of 10th May 2019 were not corrected. These errors include the following:

- An incorrect site area. The area of the site is 3 hectares (not 1.5 hectares);
- An incorrect unit number. The potential yield should be recorded as 45-60;
- Incorrect information about the deliverability of the site. The developer questionnaire was submitted to the Council in our letter of 10th May setting out that the site has the backing of the Clarion Housing Group and could be delivered within the next 5 years;
- Incorrect information about the accessibility of the site. It takes less than 20 minutes to walk to the local school; and
- Incorrect information about public transport provision - it should be more accurately assessed as “fair”.

3.7 It is clear that these errors, in combination with the landscape assessment (addressed below) have skewed the Council’s appraisal of the site which has led to ill-considered and incorrect conclusion being drawn on its planning merits. The errors and inaccuracies must be rectified as a matter of urgency and the merits of the site reassessed against a complete and accurate information base – this is fundamental.

Now that this assessment has been carried out, it is immediately apparent that an excessive amount of growth and development is planned to take place in the AONB - contrary to the Government’s stated ambitions to conserve and enhance the most valuable landscapes.

4.14 In particular, a large amount of growth is due to take place in Category 3 – Medium Sized Villages’ settlements that are located in the AONB. Our analysis has shown that out of the eight sites allocated for development within ‘Category 3 – Medium Sized Villages’ settlements, six of these sites are located in the AONB. As a result, it is proposed that 248 units will come forward for development in the AONB, this is despite there being other Category 3 Settlements (such as Sayers Common) that are not located in the AONB and have a number of suitable alternative available and deliverable sites.

It is our view that the Council have not adopted an appropriate strategy for allocating sites in the DPD. The starting point for the site selection process should have been investigating the development potential for sites outside the AONB (or in any other protected landscape) in the first instance. Instead, the Council have adopted an approach based on distributing allocations according to the District Plan strategy, with little regard to the overall impact this will have on protected landscapes. As a result, fundamental concerns are raised with regards to the methodology adopted as part of the site selection exercise; particularly in relation to the insistence of ranking sites within a given settlement against each other. Such an approach has

resulted in a large number of sites being chosen for allocation which have a higher negative impact across environmental objectives than others. This is not sustainable and such this approach is fundamentally flawed.

Because of the Council’s ridged approach to sticking to the spatial strategy the subject site has been refused on landscape grounds when most of the other sites in Category 3 settlements are located in the AONB. There is an irony in this. Clearly, a better and more sustainable approach would be to allow an excess of sites in locations outside the AONB that have already met their residual housing need, than developing more land located within the AONB.

In reading the Council’s SA and Site Selection Paper, it would appear that the sole reason for not allocating more growth at Haywards Heath is a purported lack of suitable, available and achievable sites, as evidenced by the early sifting out of potential sites on the edge of this settlement. This is a conclusion we strongly refute, indeed as set out later on in these representation, we consider land south of Lewes Road to represent a sustainable location for growth. This is particularly the case having regard to the fact numerous less sustainable settlements are currently proposed for substantially more growth, including 100 dwellings in the AONB at Ardingly (SA25) – a Category 3 village, and 130 dwellings on a single allocation at Hassocks (SA24) – a Category 2 village.

25. 802 dwellings are proposed to be allocated at East Grinstead – the most of any Category 1 Settlement. Figure 2.1 of the Site Allocations DPD clearly shows that East Grinstead is the only Category 1 Settlement within the Ashdown Forest 7km Zone of Influence. Paragraph 2.29 of the Site Allocations DPD outlines that a Habitat Regulations Assessment (HRA) has been undertaken and that the main potential impacts are recreation impacts primarily relating to risks to the Ashdown Forest SPA and air quality impacts primarily relating to risks to the Ashdown Forest SAC. Overall, it states that “Using evidence-based justifications, the HRA has concluded, at this stage of plan-making, that the Sites DPD does not present any potential risks to the Ashdown Forest SPA and SAC that are not capable of being mitigated.”

26. Implicit in the Habitats Directive is the application of the ‘precautionary principle’, which requires that conservation objectives prevail where there is uncertainty. Given that comparably sustainable locations for growth exist within the District at other Category 1 settlements (Burgess Hill and Haywards Heath), which importantly fall well outside of the aforementioned Ashdown Forest 7km Zone of Influence, it is considered that opportunities to locate growth outside this Zone of Influence should be thoroughly evaluated and discounted before growth within this area is considered. It is noted that a Habitat Regulations Assessment (HRA) has been undertaken, however given the imprecise nature of determining air quality impacts on the Ashdown Forest SAC, it is considered that the possibility of some adverse effects cannot be wholly ruled out and thus uncertainty remains with this approach.

235 dwellings are allocated within Category 2 settlements against a minimum residual housing figure of 222 dwellings. Whilst in general terms such a level of growth would appear to align with Policy DP4 of the District Plan, this is proposed to be achieved through further significant growth at Hassocks despite existing commitments and completions being well in excess of other Category 2 settlements. It is suggested by the Council that this is necessary to due to the lack of suitable, available and achievable sites at other Category 2 settlements however, we consider that in order to avoid disproportionate levels of growth at particular settlements and to promote sustainable patterns of growth, the Site Allocations DPD should have first explored the prospect of additional growth at Category 1 settlements instead.

Turning to specific allocations, SA25 far exceeds the Council’s own view on the residual housing requirement for Ardingly (as shown in Appendix B of the Site Allocations DPD). Whilst we have already questioned the purpose of Appendix B in the context of the Site Allocations DPD, it does at least serve to demonstrate the substantial uplift in housing numbers in a relatively unsustainable Category 3 settlement, which we consider to be wholly unjustified. We comment further on the merits of this allocation later on in these representations but it is already clear that it should, at the very least, be substantially reduced.

Furthermore, it is considered that the Site Allocations DPD has sought to apply the distribution of development at settlement categories too rigidly, such that high levels of growth are being proposed at relatively unsustainable settlements e.g. Ardingly. This could be resolved through the allocation of further growth at Category 1 settlements such as Haywards Heath, which is currently receiving very little growth.

Paragraph 3.4.6 of the Site Selection Paper 3 states that “It is important to note that a number of settlements in the plan area are entirely within the AONB, including several settlements at Category 3 of the settlement hierarchy where the adopted District Plan Strategy distributes housing growth. It will be necessary to ensure that housing needs at settlements in the AONB are met where possible, including through allocation, where doing so does not cause unacceptable harm to the AONB.”

35. In this context, we note that the Inspector’s Report relating to the District Plan outlines that “Further allocations are likely to be needed in the future Site Allocations DPD to meet the housing requirement. There are locations within the District of lesser landscape value, in relatively sustainable locations near to settlements and close to main transport routes. Some settlements lie within the AONB and may be appropriate for modest housing schemes, but there is no evidence that meeting the housing requirement will necessitate major development in the AONB other than that already permitted by the Council at Pease Pottage, or that it would harm the National Park.” (paragraph 53) (emphasis added).

36. It is therefore demonstrable that the Inspector considered only “modest” housing schemes may come forward in the AONB and that “no evidence” existed to support major development in the AONB.

37. Having regard to the above, we note that the Site Allocations DPD is proposing the following growth in the AONB at Category 3 settlements:

- ▣ Ardingly - SA25 allocates 100 dwellings;
- ▣ Ashurst Wood – SA26 allocates 12 dwellings;
- ▣ Handcross – SA27 allocates 65 dwellings; and
- ▣ Turners Hill – SA32 allocates 16 dwellings.

38. A face value, we are content that the limited scale of SA26 and SA32 is likely to align with the District Plan Inspector’s conclusions, although it will be down to the Council to robustly demonstrate that these do not represent major development in the AONB. However, the same cannot be said for SA25 and SA27.

692	Mr M Ruddock	Organisation: Pegasus Group	Behalf Of: Thakeham - South Folders Lane	Developer
Reference: Reg18/692/4				

In comparison to these locations, the site at Burgess Hill is considered to be preferable. Although located within the countryside, there is no special designation on this land and the sites border the settlement boundary. As such, development will form a natural urban extension to Burgess Hill in a sustainable location. No significant harm has been identified within the Council’s Site Selection Paper and where harm has been identified in general this can be mitigated. Whilst it is acknowledged that new housing needs to be distributed around the Borough, which has necessitated some allocations within the AONB, this does not necessarily mean that the Burgess Hill site should not perform as well as these sites.

2.9 As such, the Council’s assessment of the site as ‘marginal’ is considered to be overly negative, as development of this land would be just as appropriate, with less negative effects than a number of sites that have been assessed to ‘perform well’. It is therefore considered that the site at SA13 should also have been assessed as performing well within the Sustainability Appraisal, and as such the site should have been allocated as part of the Council’s initial residual requirement with no need for further assessment as a marginal site.

Notwithstanding the above, it is acknowledged that the Council assessed the site as ‘marginal’, and such sites were not initially allocated as part of their residual requirement. However, the Council correctly assessed that they required a greater buffer to their residual requirement and as such ten ‘marginal’ sites were considered.

2.11 Of the sites that were considered, only four were considered to be in the highest settlement category i.e. the most sustainable, three in Burgess Hill and one in Haywards Heath. As set out above, the three Burgess Hill sites were considered together (Option B) with the Haywards Heath site separately (Option C) and Option A involved no further allocation.

2.12 As set out within the Council’s site selection process, Option B was clearly the most preferable. It scored higher than both other options in terms of health, education, retail and regeneration benefits and did not score lower in any category. Option C was judged to have a more negative impact in terms of land use and biodiversity, and both Options B and C would have a more positive impact than Option A in terms of housing supply and economic development.

2.13 In the summary, the Council state that both Options B and C provide more certainty that the housing need would be met which is a crucial consideration and a requirement of the NPPF. With regard to the other objectives though, there can be no doubt that Option B should be the preferred option. It is in a more sustainable location than the Haywards Heath site at Option C, being largely within 15 minutes’ walk of Burgess Hill town centre, health facilities and a primary school. This would also lead to positive impacts in respect of regeneration, whereas Option C would incorporate a site at Haywards Heath which is distant from services and facilities. Option B would also have less of an adverse landscaping impact due to Option C proposing significantly more development on greenfield land and would also have more negative impacts on biodiversity due to the presence of ancient woodland at the Haywards Heath site and its adjacency to a Local Wildlife Site.

2.14 As such, the Council’s selection of Option B as the preferred option is considered to be entirely reasonable and correct.

MSDC have combined the 3 Burgess Hill sites (all lying south of Folders Lane, and 2 sites [557 and 738] being tested further as a new single site – 976) and considered that under Option 2 of the ‘reasonable alternative’ packages (together with the 20 constant sites). Our clients site, Haywards Heath Golf Course (site 503), is considered under Option 3 of the ‘reasonable alternative’ packages, together with the 20 constant sites. The quantum of development to be provided via each of these 3 options is detailed in the table on Page 6 above.

Further testing was then undertaken in respect of both Options 2 and 3 on a range of technical matters (air quality, transport modelling, HRA). However this work did not lead to any differentiation between either of the two preferred options, and therefore did not have an impact on site selection.

The Council’s assessment evidence determines that there is very little difference between the Golf Course site and the Folders Lane site, and therefore the determining factor appears to be based on the quantum of housing to be provided, which the Council say will provide “a reasonable over-allocation to provide flexibility, provides a range of sites across a wide geographical area and of a variety of sizes” (my emphasis).

We contest that actually Option 2 does not provide a reasonable over-allocation given the District’s housing needs, and further there is insufficient flexibility offered by this option. The reasons for this are set out in Section 3 above, and the detailed representations prepared on behalf of Fairfax by Lichfields, which should be read alongside this submission.

In addition, Option 2 does not provide a balanced approach to delivering housing across the whole District. The draft DPD sets out that 1,412 houses (72%) are to be delivered in the Category 1 settlements of Haywards Heath, East Grinstead and Burgess Hill. The 2018 District Plan already provides Burgess Hill with a large scale strategic allocation (the Northern Arc) which is intended to deliver 3,500 new homes within the Plan period (Policy DP4 refers). The District Plan includes no strategic allocations for Haywards Heath. However, and despite this, the DPD intends to allocate a further 615 units in Burgess Hill (6 sites). East Grinstead only has 3 site allocations, but this includes the largest (550 units – Land south and west of Imberhorne Upper School) and therefore this settlement will provide 772 units. The remaining Category 1 settlement in the District – Haywards Heath - is only proposed to have 1 allocated site, which will provide just 25 units. By way of comparison, the settlement of Ansty (a Category 4 settlement) is to have an allocation of 12 units.

We contend that the DPD should provide for a significant number of new homes, to be delivered across the District, with a focus on the most sustainable locations. Therefore there is a need to increase the number of houses proposed to be allocated, and we contend that Option 3 should therefore form the basis of the Council’s DPD, and not Option 2. This would also provide a more balanced provision of housing across the three main settlements in the District.

When bearing in mind that Burgess Hill is already going to deliver 3,500 new homes at the Northern Arc site during the Plan period, then it would seem reasonable for the other 2 main settlements (East Grinstead and Haywards Heath) to accommodate the majority of housing proposed to be allocated by the DPD. In respect of East Grinstead, it is agreed that the Council’s approach is reasonable and sound. However the lack of housing proposed for Haywards Heath leads to an unbalanced spread of development, which also does not seem to take into account the sustainable location of this Category 1 settlement, which is also outside relatively unconstrained in terms of planning designations (for instance, Haywards Heath is located outside of the 7km Ashdown Forest buffer zone, it is further away from the South Downs National Park than Burgess Hill, and is also outside of the AONB).

In broad terms, this all strongly suggests that, contrary to the Council’s current approach, Option 3 is the sounder solution from a strategic planning perspective, and we submit that the DPD should be revised to reflect this.

A summary of the reasons for not selecting Option 3 (and therefore not allocating HHGC) is set out above at . The Site Selection Paper 3 details the reasoning behind selecting Option 2 instead of Option 3, and this is set out above at paragraph 3.27. The indication is that although the HHGC site performs strongly in testing, the quantum of development to be provided is over and above that seen to be necessary in order to meet the District’s housing needs.

However, for the reasons set out above in Section 3, and the detailed assessment of housing supply and need provided by Lichfields on behalf of Fairfax, it is clear that actually a higher quantum of housing should be sought by the District now, and the DPD provides the mechanism for doing this in a Plan-led system.

We therefore strongly disagree with the Council’s approach to site selection, and we must conclude that the DPD is unsound in its current form.

652	Mr T Rodway	Organisation: Rodway Planning consultancy	Behalf Of: Benfell Limited	Developer
Reference: Reg18/652/3				

Given MSDC’s aim to distribute development evenly across all settlement categories, the lack of housing sites allocated to Category 2 and 3 settlements seems unbalanced and without adequate reason, given the need to ensure an even distribution of development across the District. This has not occurred, and consequently in order to ensure that settlements are not overloaded with more development than they can sensibly cater for, we contend that the allocation of sites should be revisited. Further, the main Category 1 settlement of Haywards Heath is only allocated 1 site with a total of 25 units.

The residual need figures being required in all category settlements are only correct when the residual minimum requirement for housing is considered. These figures do not include any buffer that will ensure that the DPD has sufficient flexibility in the event of any delays in bringing any of the sites forward.

It is evident that the DPD does not seek to allocate any housing in Hurstpierpoint. Given that this is a Category 2 settlement, second only to the main towns of Haywards Heath, East Grinstead and Burgess Hill, then this approach to not allocate any housing in what is accepted as a sustainable location, is considered to be unsound. Category 3 and 4 settlements are identified for allocated sites (totalling 315 units), whilst Category 2 settlements currently will only contribute 235 units, which equates to just 12% of the total houses being allocated in the DPD. This does not suggest a proportionate distribution of housing across the differing settlement categories in the District, and this approach (including the omission of any sites in Hurstpierpoint), strongly indicates a conflict with the Council’s own strategy, as set out in the District Plan (2018).

787	Mr G Wilson	Organisation: Savills	Behalf Of: Trustees Walstead Grange	Developer
Reference: Reg18/787/2				

Whilst it can be seen that there has been a heavy weighting towards the Category 1 settlements, it can also be seen that the combined allocations of Haywards Heath and Lindfield (between which there is no distinguishable gap in the settlement pattern), there are only 25 units allocated in the Site Allocations DPD. Given that Haywards Heath is one of the largest settlements in the District and Lindfield is classified as being a Category 2 settlement, it would be logical to allocate land in this area, provided it meets all the requisite criteria of suitability and sustainability.



<b>703</b>	<b>Mr G Wilson</b>	<b>Organisation:</b> Savills	<b>Behalf Of:</b> Fairfax	<b>Developer</b>
<b>Reference:</b> Reg18/703/3				

Category 4 villages have been identified as having a residual need of 6 units in the Site Allocations DPD, and given an allocation that will provide 12 units. However, it cannot be overlooked that Category 3 villages should provide 439 units, and are only allocated to provide 303, presumably due to the limited availability of suitable development sites. Therefore there should be a redistribution of development both farther ‘down’ the settlement hierarchy, and not just ‘up’ towards the larger settlements which have collectively taken very significant growth in the last decade.

Given MSDC’s aim to distribute development evenly across all settlement categories, the allocation of 12 units across all Category 4 villages could be considered appropriate when balanced against an identified provision of 6 units. However, the lack housing sites allocated to Category 3 settlements should result in the provision of additional units down the settlement hierarchy as well as up, in order to ensure an even distribution of development. This has not occurred, and consequently in order to ensure that settlements are not overloaded with more development than they can sensibly cater for, the allocation of sites should be revisited and sites that are within Category 4 of the settlement hierarchy given a greater precedence.

<b>697</b>	<b>Mr D Barnes</b>	<b>Organisation:</b> Star Planning	<b>Behalf Of:</b> Wellbeck -Handcross	<b>Developer</b>
<b>Reference:</b> Reg18/697/5				

It is noted by Welbeck that there is some flexibility around where housing is proposed within the context of the settlement hierarchy. Table 2.4 indicates a minimum residual housing figure of 1,507 dwellings, including 439 at Category 3 Settlements. However, of the 1,962 dwellings indicated to be allocated by the DPD only some 303 dwellings are proposed at Category 3 Settlements. This can be read as there being a shortfall in the delivery of new homes at Category 3 Settlements when compared to the 2,200 minimum provision identified in Policy DP4 of the Mid Sussex District Plan 2014-2031.

The shortfall at Category 3 Settlements should be made good and a sustainable location for housing growth is at Handcross.

MSDC are required to assess potential reasonable alternative strategies against the selected approach developed for the purposes of the Regulation 18 version of the SADPD. The Council purports to have carried out that exercise by considering three potential Options for the SADPD consultation, as set out in the committee report.

The Options presented however were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.

Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement. In each scenario, the minimum target provision was exceeded in Category 1, 2 and 4 settlements. None of the Options met the Category 3 target residual minimum.

This is surprising given that there are nearly the same number of settlements in Category 3 (13) than in all of the other settlement categories where sites are proposed for allocation combined (14). It is not credible that there are no potentially suitable additional Category 3 sites that might be considered as reasonable alternatives for the purpose of the sustainability appraisal. This is all the more pertinent given that the minimum residual provision targeted in the District Plan for Category 3 settlements is the only requirement to have increased under the analysis carried out in support of the SADPD (see section 3 and table above).

Under-provision is also apparent within Albourne itself. The table produced at paragraph 6.42 of the sustainability appraisal demonstrates that (in addition to the 136-unit shortfall across Category 3 Settlements), the Regulation 18 SADPD under-delivers against the spatial strategy expectation for Albourne – namely 39 dwellings. The SADPD does not allocate any sites in Albourne, leaving at least 39 units to be found if the residual for the village is to be met. The Albourne Neighbourhood identifies very little in the way of housing allocations to meet this identified shortfall (only 2 dwellings under policy ALH2).

<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b>	Sustain Design	<b>Behalf Of:</b>	The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b> Reg18/766/5						
<p>With the removal of these two sites from the proposals, the deficit currently indicated in Category 3 settlements of 136 homes could be better utilised to maximise its potential contribution, resulting in the following allocation:</p> <p>Category 1 = 662  Category 2 = 235  Category 3 = 439  Category 4 = 12  Total 1348  Deficit 159</p> <p>This would result in a more manageable allocation of approximately 159 homes within East Grinstead. This could be allocated within a smaller section of either SA19 or SA20, allowing for a full and correct review of potential improvements of the junctions which would be impacted by the developments. Indeed, the allocation could be assigned fully to SA19 providing 200 homes and result in allocations which only slightly exceed the 1507 total allocation or that could be filtered back down to relieve the Category 3 settlement requirement. If this approach was taken it could result in Category 3 settlements requiring 98 homes or an additional allocation of 8 homes per settlement in this category. Alternatively, an allocation of either larger or additional small sites within a selection of these settlements.</p> <p>As outlined above the proposed DPD Category 3 settlements are currently allocated with a total deficit of 136 dwellings, and this results in a skewed allocation towards unsustainable Category 1 expansion.</p> <p>While District Plan Strategy DP4 does look to concentrate growth in larger settlements and move up shortfalls in lower categories to higher ones, this should only be carried out when the most current information is assessed. Increasing the allocations in Category 3 closer to the target of 439 using potentially new sites or previously discounted sites will ease the pressure on Category 1 and the proposed increase in allocation of 68%.</p>						

<b>674</b>	<b>Mr D Sullivan</b>	<b>Organisation:</b>	Thakeham	<b>Behalf Of:</b>	Land east of College Lane HP	<b>Developer</b>
<b>Reference:</b> Reg18/674/3						
<p>Additionally, Land east of College Lane has been incorrectly assessed as part of the Site Selection Paper 3 (ID 19) and is factually incorrect in respect to the site being recorded within the High Weald AONB, when in fact it is not. This needs to be urgently corrected and the site reassessed for this and other issues raised in the Council's assessment. The site is in a highly sustainable location to meet Hurstpierpoint's housing need.</p>						

<b>789</b>	<b>Mr T North</b>	<b>Organisation:</b>	Tim North Associates	<b>Behalf Of:</b>	Dukesfield Properties	<b>Developer</b>
<b>Reference:</b> Reg18/789/3						
<p>A comparison of the same two sites in Ashurst Wood in terms of the 16 separate indicators against which the sustainability objectives were assessed revealed no difference between the two sites, save for that relating to the countryside, where the site off Dirty Lane/Hammerwood Road scored a double minus, and that to the south of Hammerwood Road scoring just one minus.</p>						

<b>747</b>	<b>Mr P Davis</b>	<b>Organisation:</b> Turley	<b>Behalf Of:</b> A2Dominion Horsham Road PP	<b>Developer</b>
<b>Reference:</b> Reg18/747/5				
<p>In both cases, it is recognised that both these sites sit within the High Weal AONB, however existing landscape characteristics minimise the potential impact the development of these sites will have on the landscape. A2D consider that these conclusions are similar to the proposed site at Pease Pottage whereby the site can be easily assimilated into the existing built form of the settlement without detriment to the key landscape features.</p> <p>There has been no robust justification provided within the Site Selection Topic Papers as to why requirements have been exceeded at the settlements of Handcross and Ardingly, and not at Pease Pottage.</p>				

<b>746</b>	<b>Mr P Davis</b>	<b>Organisation:</b> Turley	<b>Behalf Of:</b> Crest	<b>Developer</b>
<b>Reference:</b> Reg18/746/5				
<p>Crest Nicholson would like to take this opportunity to highlight that this site at Rogers Farm is in a less sustainable location to that being promoted through these representations by way of the travel distances to services and facilities available in Haywards Heath. As identified early, the Site is within walking distance of the town centre and railway station, whilst being closer still to other services such as convenience store.</p> <p>As demonstrated in these representations, the District Council has adopted to pursue an approach allocates major development at less sustainable settlements to Haywards Heath, whilst also exceeding the minimum residual requirements at these settlements, including those which are also classed as Category 3 and 4 settlements and within settlements in the AONB. The Council has not provided any explanation as to why those ‘minimum’ requirements are not proposed to be exceeded at Haywards Heath.</p>				

<b>1402</b>	<b>Principal A Bates</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	<b>Resident</b>
<b>Reference:</b> Reg18/1402/1				
<p>Planning Permission objection to 300 house on Huntsland Farm, Crawley Down</p> <p>I strongly refute the above planning request on the following grounds:</p> <p>The area is already saturated of housing developments with the local amenities doctors, roads, schools, surface water and foul already at full capacity.  This development does not form part of the MSDCSHELAA or the 5-year Development Plan for this area  The area is clearly 100% within a Flood Zone 1 area and therefore unsustainable adding to the local flood risk  The area forms a limited amount of remaining “green space in the area given a profuse amount of housing has already been built creating grid-lock in the area.!</p>				

<b>845</b>	<b>Mr C Bridgwater</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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**Reference:** Reg18/845/1

I hereby formally object to the Site 688 being included in the draft site allocation DPD (Reg 18) consultation document. I do not understand why it has been included in the draft site allocation as the conclusion clearly states: 'the site is not suitable for allocation' and the recommendation states 'Site not proposed for allocation'.

I live near to site 688 - to it Western boundary. In my opinion it is an inappropriate development site for the following main reasons and therefore should be excluded from the site allocation document.

Access: access points proposed are not sufficient to serve a large scale development. No current proposed direct access from Turners Hill road.

Countryside: The entire site will be visible from the Worth Way - a very well used, sustainable transport route running from East Grinstead to Crawley. It will remove an important green buffer West of Crawley Down and is counter to planning objectives of maintaining a break between Crawley and East Grinstead. Loss of valuable agricultural land (currently farmed all year round, with cattle and sheep) and is indeed in use today with livestock.

Sustainability / Size: Development too large for Crawley Down village. The existing infrastructure simply cannot cope with such increased population, traffic, noise pollution and litter and this needs to be addressed BEFORE we are subject to any further degradation of community facilities (due to an increase in development) amongst existing residents. Further development is not sustainable within the existing infrastructure and facilities. Local schools are already FULL and the village is simply unable to cope with existing developments, let alone any additional one's.

This proposal simply cannot be allowed to be in the site allocation document as it is unsuitable for all the reasons outlined above.

<b>1307</b>	<b>Mr T Chapman</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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**Reference:** Reg18/1307/1

Huntsland Farm (Area 688)I would be grateful if you would take into account the following concerns in regard to the above proposal.

Schooling;- With a further 300 houses schooling places will be a problem as I believe the village school is already full and children are being sent to Crawley and other areas.

Health Centre;-While the Health Centre building is more that adequate in itself, the waiting time is appalling due to a lack of Doctors and Nurses. The local Chemist is buried with the amount of work required to deal with the work load.

Cars;- With this number of new houses will mean at least 500 extra cars in the Village area, and while new parking areas in the centre of the Village have been made, already this is barely enough.

Japanese Knot weed;-Finally for a very long time the Farm has not been cared for, and this has allowed this weed to spread. I myself know of eight areas and one of which is at least 100 square metres in size. Mr Gross has kindly organised his Farm Manager is spray this area twice a year, which does keep the weed down but this weed is a real problem. The Council and the possible new owner of the Farm should be aware of this situation.

816	Mr & Mrs R & S Clapson	Organisation:		Behalf Of:		Resident
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Reference: Reg18/816/1

We object to the development of 300 houses on this site as the local infrastructure is already overloaded, school is overcrowded, the Turners Hill Road is so busy we often have difficulty getting out of our property and the queues southwards into Turners Hill and northwards to the Duke’s Head roundabout are totally unacceptable. This will encourage “creep” towards Copthorne and makes a mockery of the Village Plan where Turners Hill Road was meant to be western boundary to the village which has already been breached

1038	Ms V Colville	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1038/1

I object to the Site 688 being included in the draft site allocation DPD (Reg 18) consultation document. And actually do not understand why it has been included in the draft site allocation as the conclusion clearly states: 'the site is not suitable for allocation' and the recommendation states 'Site not proposed for allocation'.

I live alongside the site 688 - to it Western boundary. In my opinion it is an inappropriate development site for the following main reasons and therefore should be exculded from the site allocation document.

Access: access points proposed are not sufficient to serve a large scale development. No current proposed direct access from Turners Hill road.

Countryside: The entire site will be visible from the Worth Way - a very well used, sustainable transport route running from East Grinstead to Crawley. It will remove an important green buffer West of Crawley Down and is counter to planning objectives of maintaining a break between Crawley and East Grinstead. Loss of valuable agricultural land (currently farmed all year round, with cattle and sheep).

Sustainability / Size: Development too large for Crawley Down village. The existing infrastrctres would not cope with such increased population, traffic, noise polution and litter.

771	Ms V Colville	Organisation:		Behalf Of:		Resident
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Reference: Reg18/771/1

I object to the Site 688 being included in the draft site allocation DPD (Reg 18) consultation document. And actually do not understand why it has been included in the draft site allocation as the conclusion clearly states: 'the site is not suitable for allocation' and the recommendation states 'Site not proposed for allocation'.

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Sustainability / Size: Development too large for Crawley Down village. The existing infrastrctres would not cope with such increased population, traffic, noise polution and litter.

Reference: Reg18/805/6

My concern is that the Stage 3 shortlisting process for sites in HK was demonstrably flawed and, consequently, a sub-optimal shortlist of sites within HK was taken forward to Sustainability Appraisal.

Stage 3 Screening of Sites in Horsted Keynes

I concur with the Stage 3 screening conclusion that Sites 184 and 807 should be taken through to the Sustainability Appraisal. I feel that it was of little benefit to also take Site 216 to the SA as it lies wholly within Site 807, and the larger number of new homes for essentially the same impacts was always likely to be a stronger performer. Sites 184 and 807 in combination are projected to deliver a total of 55 new homes against a minimum residual requirement for Horsted Keynes, after existing commitments and completions, of 53 new homes, as set out in Figure 2.2 of the Site Selection Paper 3. This minimum residual requirement of 53 new homes in HK is an input to the process, not an output from it, as set out in Paragraph 2.4.4 of the Site Selection Paper 3 which states: Figure 2.2 below updates this spatial distribution in light of the April 2019 completions and commitments data. The Site Allocations DPD must therefore seek to allocate sites in a manner which is informed by the distribution set out in Figure 2.2.

The decision effectively to submit only two sites totalling 55 new homes against a must-meet residual requirement of at least 53 new homes in HK does not enable the SA to draw any meaningful conclusions regarding choices in HK, as advocated in paragraph 3.5.5 of Site Selection Paper 3. There are two other sites that passed the stage 2 sift that I contend should have remained in the shortlist after Stage 3 and been subjected to the Sustainability Appraisal. This would have enabled a meaningful prioritisation of credible choices to be undertaken as envisaged by paragraph 3.5.5. Whilst I fully appreciate, having worked at the planning stage of major projects for 35 years, that as paragraph 3.4.7 states: ‘A degree of professional judgement was required as the criteria were not assumed to be of equal weight’, this cannot be a crutch for maintaining a position that does not stand up to objective, evidence-based scrutiny. The two sites where I believe that the evidence warrants their continued consideration are:

SHLAA Site 68: Farm Buildings, Jeffreys Farm – 6 new homes

SHLAA Site 69: Jeffreys Farm Northern Fields – 22 new homes



805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference: Reg18/805/5						
<p>This submission relates to the shortlisting and appraisal of prospective housing sites within Horsted Keynes (HK). The Sustainability Appraisal (SA) is the most detailed assessment of prospective sites that has been undertaken in MSDC's SADPD process – and was carried out following a three-stage sieving process to filter the number of sites down to a manageable shortlist. This submission reviews the conclusions of the SA for the HK sites and reflects this learning back to the necessarily lighter-touch appraisals that were undertaken on the larger number of sites under consideration at Stage 3 of the site allocation process. This submission contends that, unfortunately, two prospective sites in HK were demonstrably filtered out prematurely at Stage 3 and would have scored equally or better than those taken to SA, thereby leading to a sub-optimal site allocation for Horsted Keynes in the DPD.</p>						

805	Mr P Fairbairn	Organisation:		Behalf Of:		Resident
Reference: Reg18/805/14						
<p>This is an excellent and rational process that MSDC has followed, which I support strongly. It has helped to bring home to many communities that we must all play our part in enabling sustainable development of additional much needed housing in our communities.</p> <p>HK has a substantial role to play in delivering our minimum residual requirement of 53 new homes over the period. I therefore believe that the Stage 3 process was unfortunately flawed in sieving to such an extent that only two sites (in effect) delivering a maximum of 55 new homes were submitted for Sustainability Appraisal at Stage 4. I do not believe that the evidence supports the exclusion of the two Jeffreys Farm sites (SHLAA 68 and 69) which I believe should still remain under active consideration and may prove to be more attractive than one or both of the currently favoured sites.</p>						

1391	Mr R Filson	Organisation:		Behalf Of:		Resident
Reference: Reg18/1391/1						
<p>I am most concerned regarding the development of Huntsland Farm for the following reasons, fully accepting more housing is required due to population increase, we do not have the infrastructure , schools or doctors in our village to accommodate another 300 houses. The village school is full, one has to wait a month for an appointment at the Health Centre. It is also noted there is no vehicular access to this site.</p> <p>In view of above I strongly object to this proposal .</p>						

<b>1046</b>	<b>Ms S Frohmader</b>	<b>Organisation:</b>	<b>Behalf Of:</b> Butchers Field Action Group	Resident
<b>Reference:</b> Reg18/1046/1				
<p>On behalf of the Butchers Field Action Group, we are writing to express our support for Site Allocation Development Plan Document 2019 which finds that Butchers Field, south of Street Lane, Ardingly (ref. ID 495) is not suitable for allocation and is therefore not proposed for allocation.</p> <p>The field is identified as Local Green Space in the Ardingly Neighbourhood Plan, which received strong support from the local community at a referendum in March 2015.</p> <p>Butchers Field comprises a pastoral irregular shaped field, adjacent to ancient woodland, and is a component of a much wider area of open countryside which by its nature offers an intrinsic sense of peace and tranquility; a key characteristic and essential component of the natural beauty of the High Weald AONB. It is crucial to the continued separation between the two historic elements of Ardingly and is thus an intrinsic part of the character of the village.</p> <p>Development of Butchers Field has been consistently rejected by Inspectors in 2004 (Mid Sussex Local Plan) and on appeal in May 2014.</p>				

<b>1333</b>	<b>Mrs S Frotimader</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b> Reg18/1333/1				
<p>Ref: 495 and Ref: 691</p> <p>I am supporting the decision fof Mid Sussex in rejecting Butchels Field (495) as this is the intrinsil gap which historically seperates the tow settlements of Ardingly. There is an outstanding view towards the south Downs National Park and a footpath which runs along the botton of the field. Amount woodland suffers the field.</p> <p>Site 691 - land east of High Street is close to the Historic High street. The field is part of a Medieval field system which ties in then the AONB with it footpaths &amp; areas of ancient woodland.</p>				

<b>1025</b>	<b>Mrs H Griffiths</b>	<b>Organisation:</b>	<b>Behalf Of:</b>	Resident
<b>Reference:</b> Reg18/1025/6				
<p>I would also like to highlight that Settlement Category 3 villages (medium sized villages) in the DPD-SAD have a short fall of 136 houses. This is brought about by some villages such as Sharpthorne and West Hoathly (-20 houses) not meeting their residual allocations (-20 houses and -20 houses respectively) due to no sites being brought forward. The plan states that these shortfalls should be provided by the higher category settlements, but also suggests that the allocations 'need refining to address an unbalanced oversupply in some settlements' (section 6.34), notably the higher category settlements. I argue that this policy is not solving the issue of housing shortfall in the rural communities, and will not bolster the schools and amenities in the villages. The policy should look to provide the housing shortfall from surrounding similar category settlements, to enable rural communities to thrive together! Horsted Keynes is in close proximity of West Hoathly and Sharpthorne, and has an excess of realistic reasonable alternative sites, so should be considered to take some of this shortfall. It is also facing similar issues being within the AONB and within 7km of the Ashdown Forest so mitigation measures would be comparable.</p>				

1378	Mrs E Grub	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1378/1

Site Selection Paper 3- Appendix B Housing  
Site 688 - Crawley Down  
Land to West of Turners Hill Road , Crawley Down

I formally OBJECT to the Site 688 being included in the draft site allocation DPD (Reg 18) consultation document. I am confused and at a loss to understand why it has been included in the draft site allocation as the conclusion clearly states: 'the site is not suitable for allocation' and the recommendation states 'Site not proposed for allocation'.

This is a wholly inappropriate development site for the following main reasons and therefore should be excluded from the site allocation document:

Access: Access points proposed are not sufficient to serve a large scale development. No current proposed direct access from Turners Hill road.

Countryside: The entire site will be visible from the Worth Way - a very well used, sustainable transport route running from East Grinstead to Crawley. It will remove an important green buffer West of Crawley Down and is counter to planning objectives of maintaining a break between Crawley and East Grinstead. Loss of valuable agricultural land (currently farmed all year round, with cattle and sheep) and is indeed in use today with livestock. Extreme loss of wildlife and damage to habitat and biodiversity. Deer, birds of prey, such as buzzards, bats, etc.

Sustainability/Size: Development too large for Crawley Down village. The existing infrastructure simply cannot cope with such increased population, traffic, noise pollution and litter and this needs to be addressed BEFORE we are subject to any further degradation of community facilities (due to an increase in development) amongst existing residents. Further development is not sustainable within the existing infrastructure and facilities. Local schools are already FULL and the village is simply unable to cope with existing developments, let alone any additional ones. Hundreds of homes have been built in the past few years and yet no additional major improvements have been implemented apart from a small expansion to the village school....  
- NO improved traffic calming, NO increase in capacity at Health Centre, NO decent-sized convenience store OR village pub, NO hairdressers  
Lastly, due to the size proposed, residents on the furthest side to the West will not be able access community facilities on foot as too far to walk. No one should be living in a village and still driving into the centre because housing developments have been built further and further out and away from the core of the village itself.

810	Ms K Hibberd-Little	Organisation:		Behalf Of:		Resident
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Reference: Reg18/810/1

I wish to object about the current proposal for dwellings at Huntsland Farm.  
I object to this proposed development in the following grounds:

1. The fields are a valuable source of farm output, likely to be in greater need as the UK leaves the European Union and/or suffers economic recession and the need for self-sufficiency.
2. The fields and woods are precious attributes of the local and regional rural environment.
3. Any urban development threatens long established residences, environs, privacy, security, tranquillity and enjoyment and would present an eyesore especially from the Worth Way.
4. The proposed development straddles a Public Right of Way which may be enclosed or obstructed, as now.
5. Impervious surfaces in the steep slope add to the flooding down-stream.
6. Such a huge sprawl counters the planning objective of maintaining a break between Crawley and East Grinstead.
7. Housing on this scale (300),well beyond local needs, should be located in regions of Greater economic and social need and lesser agricultural and environmental value.
8. There is no planned improvement to infrastructure and housing on this scale will put unreasonable and unrealistic pressure on local schools, dentists, gp surgeries and hospitals.
9. The proposed entrance on Wallage Lane apparently sited near the bridge would cause chaotic and dangerous traffic problems on a narrow road with very limited visibility.
10. The local rare wildlife would be affected to their detriment, including two local goshawks, bats, badgers and other wildlife.
11. We should not be removing more tree, hedgerows, grasses or other greenery in light of our need to reduce emissions and tackle climate change.

I totally object to this proposed development.

1030	Mr & Mrs P & D Hindle	Organisation:		Behalf Of:		Resident
Reference:		Reg18/1030/1				

ID688 Land to West of Tuners Hill Road Crawley Down  
We are writing to protest against the consideration of Area 688 West of Turners Hill Road Crawley Down, West of Huntsland Farm in Rowfant for 300 houses.

This is a strategic gap between Crawley and Crawley Down and would have serious impacts on the area. We are located in the field of the proposed development and are hugely concerned about such a large development overwhelming this rural area. We are also very concerned about the development having an impact on the flooding of the Mole stream which already causes problems across the front of our house. The council has made some works but this has not stopped the flooding problem. We are also very concerned about increased traffic. We ave personally witnessed a fatal accident under the railway bridge on Wallage Lane. We are also concerned about the rural environment, ancient fields and woodlands.

We firmly believe that a development on this scale is well beyond local needs and should be located in a more developed area which will have less impact on important rural areas.

735	Ms D Hindle	Organisation:		Behalf Of:		Resident
Reference:		Reg18/735/1				

We are writing to protest against the consideration of Area 688 West of Huntsland Farm in Rowfant for 300 houses.

This is the strategic gap between Crawley and Crawley Down and would have serious impacts on the area. We are located in the field of the proposed development and are hugely concerned about such a large development overwhelming this rural area.

We are also very concerned about development having an impact on the flooding of the Mole stream which already causes problems across the front of our house. The council has made some works but this has not stopped the flooding problem. We are also very concerned about increased traffic. We have personally witnessed a fatal accident under the railway bridge on Wallage Lane. We are also concerned about the rural environment, ancient fields and woodlands.

We firmly believe that a development on this scale is well beyond local needs and should be located in more developed area which will have less impact on an important rural area.

1085	Mr I Howard	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1085/1

The Council has determined that sites 844 and 680 is not suitable for allocation. I strongly agree with this evaluation.

Development of housing at these sites would be contrary to the adopted district and neighbourhood plans.

I ask the Council to consider the following points that support the decision not to select sites 844 and 680:

1. Development at sites 844 and 680 would require the removal of numerous hedgerows and trees, resulting in significant damage to the Lewes Road Conservation Area. Such damage is contrary to Conservation Area legislation, and planning requirements relating to Heritage Assets.
2. Development at sites 844 and 680 would result in harm to the Grade II listed building at Colwell House, and the building of heritage value at North Colwell Barn. Such harm should be given “great weight” in this selection process, as required by para 197 of the NPPF 2019.
3. Development at sites 844 and 680 would conflict with adopted Local Plan policies DP35 and DP37
4. Development at site 844 would conflict with policy E5 and E9 in the adopted Haywards Heath Neighbourhood Plan.
5. Neither of the sites are in a sustainable location. I agree with the sustainability assessment of site 844, but disagree with the assessment relating to site 680. By the Councils own criteria, site 680 is distant from any Health facility and should be ranked Poor in relation to Public Transport.

1086	Mr T Hughes	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1086/1
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I wish to make some comments supporting the rejection of the above sites.

Butchers Field has seen repeated attempts over the years to build houses on the top part of it and the last attempt united the Village in fighting a campaign which went to appeal in 2014.

Following rejection, the site was sold to Fairfax, who have now made a new proposal which I would like to comment on.

This piece of land used to allow unique views down the valley towards Ardingly College and beyond to the South Downs, as evidenced in photographs taken in the 1950's.

When Salamander Estates were unsuccessful in the 1980's in their bid to build, they tried to negate this argument by planting a line of native trees at the lower part of the site, some 150 yards from Street Lane.

These trees have now grown up and block part of that view.

Nevertheless, this site is in a most beautiful area and is a vital part of the character of the Village, maintaining a rural aspect of sheep grazing and maintains the historical separation of the two parts of the Village.

It is a natural watercourse and absorbs excess water at times of heavy rainfall.

Street Lane carries a lot of traffic as it comes up on Satnavs as the quickest route to join the M23, going across The Causeway (of the Reservoir), Paddockhurst Lane, North, Stoney Lane (West) to the Balcombe Road.

St. Peters Primary School is located where the proposed junction would be - (this is a busy place anyway with traffic constantly using Holmans).

The School has little spare capacity for additional pupils in any event and the current site cannot take any further building to extend the school.

The mention that there will be "low cost or affordable" housing is unrealistic.

Fairfax have a record of concentrating on high spec. upmarket houses to maximize profits.

Perhaps the most worrying aspect of this land being used for building, is that the inevitable consequence would be to allow additional building right down the fields to the College boundary and this ultimately, could run into hundreds. If a precedence were set, then subsequent refusal would be difficult.

Regarding the Land behind the old Sweet Shop on the East side of the High Street, this is another unique spot, on a ridge and visible for a long way away.

As we are located in the High Weald, an area of outstanding natural beauty, this alone, makes this site entirely unsuitable in my opinion.

It would also mean that the special character of having very old houses bordering open land, which have been there for centuries, would be severely impaired by a modern development.

The matter of vehicular access, parking and the general burden of additional vehicles would have on the busy High Street would be detrimental.

Regarding more general points, civic amenities, to mention Doctors, water supply, Sewage disposal, lack of local shops and school places, plus the already substantial number of houses built in Ardingly over recent years - (including the recently completed Monks Meadow and houses behind the Ardingly Inn,) make BOTH THESE SITES TOTALY UNSUITABLE in my view.



809	Mr & Mrs J & N Jackson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/809/1
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Re: Plan for Potentially 300 Houses on Land to west of Turners Hill Road, Crawley Down. (Shelaa 688)

We have just received a copy of the Stage 1 Site Pro-Forma for the above Site Planning Consultation through our door.

This is alarming for us as long term residents of Crawley Down and we are uncertain about it in light of the proposed Site Allocations Development Plan Document for Mid Sussex District Council, published in October 2019 and under current Consultation, with the date for comments on the plan ending today.

The development of neighbourhood plans locally and the feeding in of these to the MSDC plan has been a long and involved process. There is no mention of the proposal of housing on the land west of Turners Hill Road, Crawley Down in the current Site Allocations Development Plan Document for Mid Sussex District Council, which covers the period up until 2031.

The Site Pro-Forma we have received states the plan is to progress to Stage 2 assessment and that the site could be developed within the Plan period and the timescale for this is Medium-Long term.

All of this would seem at odds with the proposed Site Allocations Development Plan Document for Mid Sussex District Council, which has been put out for consultation and seems to state that the Site is not being considered further following detailed site assessment.

Since the proposed plan the Council has put forward covers until 2031, could you confirm that the Site Development is now not being considered and that in light of the Draft Site Allocations Development Plan Document for Mid Sussex District Council the proposed plan will not be going forward?

With respect to the proposal itself, this is, obviously, a very large development which will have enormous impact on the local area.

Having received the copy of the Pro-Forma and being uncertain if the proposal is in fact being reconsidered we would like to raise the following concerns

- 1) The areas of fields and woods are important attributes to the local and regional environment.
- 2) The plans seem to involve the destruction of an area of Ancient Woodland to form a connection in the area west of the properties of Cottage in the Wood and Winch Well. We would appreciate details of the Forestry Commission’s input into the process and their advice on any needed buffer zones and your responses.
- 3) The southern border of the proposed site runs along the Worth Way and the access path to the Worth Way from the Turners Hill Road, this would have considerable impact on a much used leisure facility for Crawley Down.
- 4) The southern areas of the development along with the adjacent areas to the Worth Way are already prone to flooding. The reduction in the natural drainage as a consequence of the development would seem likely to cause more flooding problems in this stretch and potentially in any planned developments on this side of the area.
- 5) It seems likely that housing on this scale is beyond the local needs of the village; with other planned developments already underway and forming part of the Development Plan already out for consultation.
- 6) The scale of the development will have a worsening effect on local services – schools and healthcare, for example, which are already unable to support the needs of the current population.

7) The developments so far approved to the west of the Turners Hill Road in Crawley Down have attempted to mitigate the need for further housing with the neighbourhood plan intentions of preventing Crawley Down coalescing with Crawley and maintain a countryside landscape buffer between the High Weald and Crawley. We would hope that the Planning assessment includes weight for the need for Crawley Down to continue as a village community.

In view of the confusion caused by our receiving a copy of the Stage 1 Site Pro-Forma we would be grateful for your confirmation that SHELAA 688 is not being considered further as stated in the Site Allocations Development Plan Document for Mid Sussex District Council.

811	Mr & Mrs D & M Jefferies	Organisation:		Behalf Of:		Resident
Reference:		Reg18/811/1				

We are writing to strongly object to the planning application to build 300 houses on the land of Huntslands farm adjacent to Crawley Down which we think the reference is 688. The reason we are not sure as we have only been informed of this by a neighbour yesterday and have also been informed that the deadline for objections in midnight tonight. Considering the devastating impact it will have on our property and the neighbouring countryside we are extremely concerned that we have not been give adequate notice in Which to object and will be looking carefully into the legality of this application.

Having known for many years that the owner rod this land has always planned to bide his time to build on this land and make as much money as possible without any thought of the impact this will have on anyone else we are very suspicious of the process or lack of it that has been followed and the speed of this proposed building that smacks of a pre agreement somewhere along the line where usual processes are ignored. We understand the target for building homes in West Sussex is a target to be met but the shortsightedness of many of these developments to our environment is quite frankly shocking. If you can enlighten us on this we would be very grateful. We also know that there is often a reciprocal arrangement with these deals, we are not hopeful that anything we object to will be taken in to consideration.

The so called survey of this land that has been carried out is terribly misinformed and has no consideration of the impact on wildlife, housing and general public use of the area. The land between Crawley Down and Rowfant (which ya snot been mentioned) and in turn Crawley was always protected under a strategic gap to prevent the previous countryside between that offers so much to so many being built in. We understand that this has recently been overruled to suit council targets. Whilst we understand the need to build more home and without sounding like a NIMBY we fear that the importance of this gap has been consciously overlooked.

The wildlife in the is strategic gap would become threatened as there are many feared species of birds, wild animals that depend on the cut through of this land as we have witnessed many deer and foxes crossing this land as well as Badgers moles, rabbits and countless other creatures that have been using the land as their habitat for many many years and their habitat would be destroyed. Many people use this public footpaths from to escape the urbanism of Crawley Down to walk, run, and generally increase their well being.

Personally, this development would completely change the area that we have chosen to live in which is one of peace and solitude and is there for other to enjoy. We are very concerned that it would affect the value of ours and other properties and having lived here for 23 years and being close to retirement could be devastating to our future outlook and plans.

We are also very concerned about the impact of traffic and the impact on local schools and healthcare int he area which is already straining at the seams. Traffic would become almost impossible as most households have at least 2 cars which would add an extra 600 cars at least to our local already, overcrowded roads.The impact of this development can not be underestimated and I am sure that there has, possibly intentionally, not enough time given for the local community to properly object to this and I would call for at least an extension to this time for us to fully inform them of the possibly impact this will cause.

Unfortunately, as we have had no time to prepare this objection it cannot be carefully enough considered and may come across as concise as we would like it to be.We have been left with no choice about this.

It may sound emotional but unfortunately the calculating owner of this land and the speedy process followed by WSCC has allowed this to happen.

We would appreciate you at least registering our objection and would be very happy to be consulted further or at least at all.

1074	Dr P Kapff	Organisation:		Behalf Of:	Mr P Kapff	Resident
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Reference: Reg18/1074/1

We are extremely anxious about the enormous development proposed on the agricultural land known as Huntsland Farm west of Turners Hill Road, Crawley Down. This would have serious negative effects on the need for sustainable agriculture post Brexit and/or economic stringency and potential food shortages; on the previous countryside landscape buffer between the High Weald AONB and Crawley-Gatwick; on the coalescence of Crawley Down with Crawley; on the flooding of the local 'Mole' stream; on traffic on Wallage Lane and Turners Hill Road; and other constraints, such as urbanization of our countryside, noise pollution, vandalism and litter.

In order to respond to the consultation we would need sight of the promoter's Masterplan mentioned in your assessment (site selection - Housing Part 1 Planning Constraints 8 - Landscape). This was requested by an FOI request on 28 October but has not yet been received though Request acknowledged by email. Further objections may arise after the layout, character and design of houses and other facilities, roads footpaths and junctions have been studied.

1022	Mrs S Kesterton	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1022/1

With reference to 300 houses on Huntsland Farm, I am writing to object to this on the basis that this would have serious negative effects on agriculture and the rural environment.

Housing on this scale should be located in regions of greater economic and social need and lesser agricultural and environmental value.

968	Mrs J Lewis	Organisation:		Behalf Of:		Resident
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Reference: Reg18/968/1

I support your proposal to reject these two sites in Ardingly as they are both vital to the special character of the village and its setting within the landscape and AONB

814	Ms A Madgwick	Organisation:		Behalf Of:		Resident
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Reference: Reg18/814/1

I am writing to object to this development. Whilst I do not live in Crawley down, I am furious with the over development of this village. My family and I rely on the shops there and the doctors surgery- the waiting list for non urgent visits is now over six weeks. You cannot continue to build house and worry about the fall out retrospectively. Crawley down school is oversubscribed which pushes children up to our school in Turners hill which increase the already insane amount of traffic on Turners hill road.

Turners hill road through Crawley down was effectively a bypass and now you want to make it the centre of the village??

The area is also beautiful and is admired and used by many residents and visitors as part of the general loveliness of the worth way. What sort of national walking trail would it be if all you could see were people's back gardens and fences butting up to it on either side.

You clearly wish Sussex to be a metropolis of rental properties and not the beautiful, tree filled county we are privileged enough to call home.

1374	Mrs T Nelson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1374/1
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It has been brought to my attention that there is a huge parcel of land at Huntsland Farm in Crawley Down which is under consideration for development.

This should NOT even be under consideration

I understand it is possibly being earmarked for anything between 300 and 750 homes. This would be totally ludicrous for numerous reasons:-

1. Crawley Down has already delivered the number of new homes it was required to - including those for which planning permission has been given and not yet begun
2. The village school and indeed neighbouring village schools have no spaces available
3. There is already an average wait of 4 weeks for an appointment to see a doctor at the health centre
4. A development of such magnitude would severely increase traffic on the already busy Turners Hill Road and surrounding area - each dwelling would be likely to have at least 2 vehicles
5. Huntsland Lane which at present is an 'access road' (loosely speaking) running from the main road into the heart of the proposed development is a single lane track with few passing places. It is bordered on both sides by private properties therefore cannot be widened. It is not suitable for the 7 properties it already serves let alone any more! It is also a designated public footpath widely used 365 days of the year by walkers, families, cyclists and horse riders.
6. Huntsland Farm provides the habitat for all manner of wildlife and should be protected as such amongst the rapidly expanding village and environs. Each field and woodland being built over in and around the village makes animals and insects 'homeless' - soon they will have nowhere to move to.....

In conclusion I would urge the committee to dismiss the parcel of land at Huntsland Farm and decree that it should not be given over to homes but left as woodland, countryside and animal habitat.

Would it be at all possible please for you to acknowledge receipt of this email

Thank you.

1000	Ms A Nicholson	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/1000/2
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I am commenting to OBJECT to the OMISSION of SHELAA site 68 from the site allocation list. I would like to question why the Jeffreys Farm Buildings site in Horsted Keynes has been excluded as it is included in the emerging Neighbourhood Plan but omitted from the MSDC draft plan.

These sites are owned by the Jeffreys family as is the land over which the access road will be positioned. Therefore the reason for exclusion quoted by MSDC “ site is compromised by third party land ownership” is untrue. How can there be access issues when the land on the access road is owned by the same people as the development site. This is clearly an oversight that should be corrected immediately as per the appeal AP/19/0071 (PP-07655691)

SHELAA site 68 has many positive features for its redevelopment into housing . In fact its size would enable it to have more than the 5 large homes proposed and is ample for some smaller affordable housing units which would support the new housing target. The positives of his site:

- Location on the edge of the village on an existing farm site
- No impact on neighbouring streets as well screened by existing and newly proposed treelines.
- Minimal impact on existing biodiversity as based on the farm buildings site
- Construction traffic will have easy site access without having to go through narrow village high streets or housing estates.
- No disturbance to existing housing areas.
- Safe new junction onto Sugar Lane to ensure good visibility
- Well located for pedestrian access to school and village centre
- No increase in daily commuter traffic through village as located on the western side of the village where most traffic goes towards Haywards Heath
- Well supported by many local residents

1041	Mr A Plowright	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1041/1

I write concerning Site numbers 680 and 844 Land to the rear of North Colwell Barn and at North Colwell Farm Lewes Road Haywards Heath.

I support MSDC’s rejection of these sites for development on the following grounds.

The sites are shown in the MSDC Plan Policy map as outside the built-up area boundary in countryside protected by Policy DP 12 of the District Plan. The sites are also shown in the local gap between Haywards Heath and Scaynes Hill protected by the Made Neighbourhood Plan of Haywards Heath Policy E5. Development in this designated green corridor would erode the landscape character of the area and urbanise the rural setting of the town. District Plan policy DP13 Preventing Coalescence supports rejection of these sites.

Just to the North East of these sites lies Colwell House a Grade II listed building. MSDC Plan Policy DP34 requires special regard is given to protecting the setting of a listed building. Development particularly on Site 844 would destroy the setting of this heritage asset and ruin its southern outlook.

The sites are contiguous with the southern boundary of the Lewes Road Conservation Area. MSDC Plan Policy DP35 Conservation Areas requires development to protect the character and appearance of a Conservation Area and the setting of the Conservation Area in particular the views into and out of the area. The views into the area from local footpaths and pavements along the A 272 and the views out the area from the existing housing would be devastated by these developments. The Made Haywards Heath Neighbourhood Plan Policies E9/11 seek development demonstrate protection and reinforcement of local character in the site and be sympathetic to the setting of any heritage asset. Proposals affecting conservation areas should preserve or enhance their character particularly those on the edge of Haywards Heath. Development of these sites would breach these Plan Policies.

Ancient woodland lies adjacent to the southern boundary of these sites. There are several mature oak trees around these sites. Development on the scale proposed would run counter to District Plan Policy DP37 Trees Woodland and Hedgerows which supports the protection of trees woodland and hedgerows that contribute to the visual amenity or character of an area. These trees are the fabric of the rural character of both the edge of Haywards Heath and the outlook of the Lewes Road Conservation Area. Development would prejudice both amenities.

There is no back land development at present to the south of the Lewes Road Conservation Area. Development on these sites would be absolutely contrary to District and Neighbourhood Planning Policies and has been rightly rejected.

1332	Mr B Radcliffe	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1332/1

Ref: 691 and Ref: 495

I would like to support the rejection by Mid Sussex Council of sites in Ardingly.

Land East of High Street (ref 691) being a rare example of medieval dwellings on edge of village.

The field is in the AONB and plays its part in the character of Ardingly.

Butchels field has outstanding views towards the South Downs National Park and separates the town historic parts of Ardingly. It also sits in the AONB and is greatly appreciated by all walkers for its beauty giving a sense of well being.

<b>1306</b>	<b>Mr P Reeves</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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**Reference:** Reg18/1306/1

Huntsland Farm (Area 688)We are extremely anxious about the enormous development proposed on the agricultural land known as Huntsland Farm (Area 688} west of Turners Hill Road, Crawley Down. This would have serious negative effects; on the need for sustainable agriculture post Brexit and/or economic stringency and potential food shortages; on the precious countryside landscapE buffer between the High Weald AONB and Crawley-Gatwick; on the coalescence of Crawley Down with Crawley; on the flooding of the local 'Mole' stream; on traffic on Wallage Lane and Turners Hill Road; and other constraints, such as urbanization of our countryside, noise pollu ion, vandalism and litter.

In order to respond to the Consultation we would need a sight of the promoter's 'Masterplan' mentioned in your Assessment (Site SeLe'.Ct io n - Housing Part 1 Planning Constraints 8 - !andscape}. This was requested via an FOi Request on 28th e>ctober but has not vet been received though R-e: nuest acknowledged by e -- mail. Further Objections may arise after the layout, cnaracter and design of houses and other facilities, roads footpaths and junctions have been studied.

<b>830</b>	<b>Mr W Simpson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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**Reference:** Reg18/830/1

I would like it noted that I SUPPORT the District Council's REJECTION of Butcher's Field (ref. 495) and land East of High Street (ref. 691) in Ardingly.

These sites play an important role in the village; Butcher's field for the continued separation between two distinct elements of Ardingly and for supporting the eco system adjacent to the ancient woodland, and the land East of High Street for providing grazing pasture and maintaining the landscape setting of the main part of the village.

Please continue to uphold these rulings.

<b>1088</b>	<b>Mrs S Simpson</b>	<b>Organisation:</b>		<b>Behalf Of:</b>		<b>Resident</b>
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**Reference:** Reg18/1088/1

As a long term resident of Ardingly, I am writing in SUPPORT of the REJECTION of development on Butcher’s Field (ref 495) and Land to the East of High Street, Ardingly (ref 691) in the Site Allocations Draft Consultation Document.

I feel strongly that it is important to protect the character of the village and its unique landscape setting within the High Weald AONB.

Butcher’s Field maintains the important separation between the two distinct areas of the village; the older Saxon settlement around the church, and the later medieval settlement to the east (ref: High Weald AONB ‘Building for the High Weald’ Design Guidance p.7)

A previous attempt to develop Butcher’s Field a few years ago was strongly resisted by the village and the decision to protect this field from building was upheld at Appeal following an extensive campaign by local residents.

The other site, locally known as Sweet Shop field behind the High Street is a rare example of village medieval dwellings on the edge of open countryside.

I appreciate the need for new housing in the area, but believe that there are other sites more suitable and less damaging and intrusive on the landscape.

813	Dr J Thring	Organisation:		Behalf Of:	The Rowfant Society	Resident
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Reference: Reg18/813/1

Re:300 Houses on Huntsland Farm, Crawley Down

We are extremely anxious about the enormous development proposed on the agricultural land known as Huntsland Farm (Area 688) west of Turners Hill Road, Crawley Down. This would have serious negative effects; on the need for sustainable agriculture post Brexit and likely economic stringency and potential food shortages; on the precious countryside landscape buffer between the High Weald AONB and Crawley-Gatwick; on the coalescence of Crawley down with Crawley; on the flooding of the local ‘Mole’ stream; on traffic on Wallage Lane and Turners Hill Road; and other constraints, such as urbanization of our countryside, noise pollution, vandalism and litter.

In order to respond in detail to the Consultation we would need a sight of the promoter’s ‘Masterplan’ mentioned in your Assessment (Site Selection – Housing Part 1 Planning Constraints 8 – Landscape). This was requested via an FOI Request on 28th October but has not yet been received. Further Objections may arise after the layout, character, design, density and arrangement of houses and other facilities, roads footpaths and junctions have been studied.

1075	Dr J B Thring	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1075/1

We have sent an Objection to the inclusion of Huntsland Farm in the site allocation process.

But other interested parties living around the site were not aware of it until I told them on 19th November and at that point I was told the deadline for submission was Friday 22nd November.

Would you please take account of submissions that do not arrive until Friday, as I do not have most of their e-mail or telephone numbers and am unable to reach them before midnight tonight to give them the new deadline?

Apologies for this inconvenience.

We are surprised that this process does not involve alerting affected properties.

We are also disappointed that our FOI request for the Masterplan for this proposed development has not yet been released and may therefore, have to submit further comments once it is inspected.



772	Mr & Mrs A & L Tyler	Organisation:		Behalf Of:		Resident
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Reference:	Reg18/772/1
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We strongly object to the Site 688 being included in the draft site allocation DPD (Reg 18) consultation document. We do not understand why Site 688 has been included in the draft site allocation as the conclusion clearly states: 'the site is not suitable for allocation' and the recommendation states 'Site not proposed for allocation'.

Our home lies adjacent to site 688 and we strongly feel that it is an inappropriate development site and should therefore be excluded from the site allocation document for the following reasons:

- Access:** The proposed access points are insufficient to serve such a large scale development with no proposed direct access from Turners Hill Road. Turners Hill Road is already a traffic blackspot during rush hour and a development of this size would only exacerbate the problem.
- Countryside:** The entire site will be visible from the Worth Way - a very well used, sustainable transport route running from East Grinstead to Crawley. Loss of precious countryside landscape buffer between the High Wield AONB and Crawley-Gatwick. It would negatively affect the coalescence of Crawley Down with Crawley.
- Loss of valuable agricultural land** (currently farmed all year round, with cattle and sheep). This would have serious negative effects on the need for sustainable agriculture post Brexit and/or economic stringency and potential food shortages.
- The potential flooding of the local “Mole” stream.**
- Sustainability / Size:** This Development is too large for Crawley Down village. The existing overburdened infrastructures would not cope with such a huge increase in population, traffic, noise pollution, litter, Doctors, schools etc.

In order to respond to the Consultation we would need sight of the promoter’s Masterplan mentioned in your Assessment (Site Selection – House Part 1 Planning Constraints 8 – Landscape). This was requested via and FOI Request on 28th October, but has not yet been received through Request acknowledged by e-mail.

Further Objections may arise after the layout, character and design of houses and other facilities, roads, footpaths and junctions have been studied.

977	Mr D Unwin	Organisation:		Behalf Of:		Resident
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Reference: Reg18/977/1

I agree that site id 727, Overshaw Cottage should not be included on the sites taken forward for allocation. However I do not agree with the data provided, or even that the site should have been under consideration in the first place.

The comments below relate to the site selection paper 3, including Appendix B – housing supplementary document

The site should not have progressed beyond stage 1 as it does does not meet the minimum size criteria of 0.25ha as stated in section 3.2.4

In terms of the assessment undertaken (Appendix B) I have the following feedback

8 – Landscape. The character of the site is historic character cottages in a semi rural location at the edge of the built up area. To accommodate 9 units on a 0.18 hectare site would necessitate high density accommodation more suited to the urban town centre. I would rate this as significant. Proposed parking areas provided for residents cars will greatly increase water retention I feel in an area already prone to being water logged during heavy rain fall. There will be an impact on local wildlife also.

11 – Highways. The site has direct access to the A22 via a steep private drive. The pavements are primary route used by children walking from the Woodbury estate to Sackville and Escots schools. Whilst this is manageable for 1 private house with long tenure of residents, this would be dangerous for a multiple household access, especially if frequent so should have been rated as significant. Entry and exit from the premises at times of high traffic movement will increase the likelihood of road traffic collisions. The average speed figures used do not accurately show the speed along this road which is substantially higher than the posted speed which is in policed.

1050	Ms L Webb	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1050/1

I agree that site id 727, Overshaw Cottage should not be included on the sites taken forward for allocation. However I do not agree with the data provided, or even that the site should have been under consideration in the first place.

The comments below relate to the site selection paper 3, including Appendix B – housing supplementary document

The site should not have progressed beyond stage 1 as it does does not meet the minimum size criteria of 0.25ha as stated in section 3.2.4

In terms of the assessment undertaken (Appendix B) I have the following feedback

8 – Landscape. The character of the site is historic character cottages in a semi rural location at the edge of the built up area. To accommodate 9 units on a 0.18 hectare site would necessitate high density accommodation more suited to the urban town centre. I would rate this as significant.

11 – Highways. The site has direct access to the A22 via a steep private drive. The pavements are heavily used by children walking from the Woodbury estate to Sackville and Escots schools. Whilst this is manageable for 1 private house with long tenure of residents, this would be dangerous for a multiple household access, especially if frequent so should have been rated as significant.

1401	Mrs B Webber	Organisation:		Behalf Of:		Resident
Reference: Reg18/1401/1						
<p>I would like to raise my objection to further housing developments to the West of Turners Hill Road, Crawley Down. 300 proposed houses on Huntsland Farm. Crawley Down is well over populated for the amenities that it has such as schooling, drainage systems, transport road links and such like. The area identified is of outstanding natural beauty and is expanding the boundaries of the village. The green land which houses a lot of wildlife has always been considered a green belt non residential area. Having once been rejected to even build an annexe on a property along that road to keep family together I feel disgruntled that developers should be able to have the money and power to break or bend any building rules or regulations for their own gain. Having that many new houses at that location would have a detrimental effect on the village, the community and its services.</p>						

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817	Ms A White	Organisation:		Behalf Of:		Resident
Reference: Reg18/817/1						
<p>I have just heard of a proposed development opposite my property at Huntsland Farm.</p> <p>I live on Wallage Lane at Rowfant Cottage and the traffic through this road and past the bend is literally life threatening for us pulling out of the drive. The business park has several trucks and lorries and we are grid locked and have to turnaround several times in a fortnight.</p> <p>There is not enough infrastructure, schools and services to cope with an increase in local population. I was recently told in early November that the next available doctors appointment is in January!</p> <p>Also this is vital Weald land that backs into the worth way and is now a protected Site (the worth way).</p> <p>There are many important reasons why this proposal is very very bad for our local community.</p> <p>Please do not put this through!!!</p>						

1305	FCI R Wilson	Organisation:		Behalf Of:		Resident
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Reference: Reg18/1305/1

Huntsland Farm (Area 688)

Re:300 Houses on Huntsland Farm

We are extremely anxious about the enormous development proposed on the agricultural land known as Huntsland Farm (Area 688} west of Turners Hill Road , Crawley Down. This would have serious negative eff ec :s; on the need for sustainable agriculture post Brexit and/or economic stringency and potential food shortages; on the pfedous countryside landscapr: buffer between the High Weald AONB and Crawle'/.Gatwick; on the coalescenc :! of Crawley Down with Crawley; on the flooding of the local 'Mole' stream; on traffic on Wallage Lane and Turners Hill Road; and other constraints, such as urbanization of our countryside, noise pollution, vandalism and litter.

In order to respond to the Consultation we would net•d a sight of the promoter's 'Masterplan' mentioned 1n your Assessment (Site Self:ction - Housing Part 1 Planning Constraints 8 - Landscape). This was reque s\ r:d via an FOi Request on 28th October but has not yet been received though Re: iuest acknowledged by e-- mail. Further Objections may arise after the layout, character and design of houses and other facilitit:-s, roads footpaths and junctions have been studied.

**776** Ms S Heron**Organisation:** Rydon**Behalf Of:****Promoter****Reference:** Reg18/776/8

The SADPD allocates a total of 303 new dwellings to Category 3 villages, 193 of these are in the AONB which should be afforded the highest level of protection. Sites should only be released in the AONB in settlements that have a residual requirement to meet, i.e. Horsted Keynes, to recognise the need to sustain and maintain the vitality of these settlements and meet the demand and need for housing, especially affordable housing in these locations as supported by the SA to the District Plan. However, in villages that have already met their District Plan housing requirement, the Council should not be releasing further AONB sites before exhausting non AONB sites, even if it is 'passed up' to Cat 2 settlements (Para. 2.4.5 Site selection paper) such as Hurstpierpoint and Cuckfield.

**657** Mr J Thomas**Organisation:** DHAplanning**Behalf Of:** Option Two Development LTD**Developer****Reference:** Reg18/657/4

Nevertheless, policy SA11 directs a greater level of growth to the Category 3 settlements than the category 2 settlements. Likewise, it is our view that a disproportionate level of growth is directed to the three main towns, which could instead be spread more evenly to Category 2 settlements such as Copthorne.

We acknowledge that some development in the AONB might be needed to accord with the MSDP. However, the level of planned development exceeds what is required for individual settlements.

What constitutes major development in the AONB is a matter for the decision maker, taking into account its nature, scale, setting and whether it could have an adverse impact on the purpose of the designation. However, notwithstanding this subjective approach, at least three of the allocations would constitute major development by virtue of the number of dwellings proposed (SA25, SA27 and SA29). With 25 dwellings, SA28 could also arguably be defined as a major development in the AONB.

Whilst the exceptional circumstances test relates primarily to the consideration of planning applications, local planning authorities should also give due consideration to the impact of development on the AONB during the plan making process.

The need for housing is established by the MSDP, and this DPD seeks to meet that need. However, the Council should accommodate the residual requirement outside of the AONB.

Copthorne is not located within the AONB and is one of seven Larger Villages, which are a econdary focus for development outside of the three main towns. The Sites DPD does not direct any additional growth to Copthorne, however in our view it should be prioritised ahead of the allocations in the AONB and the other Category 3 settlements.

Within the proceeding section (2.4) we demonstrate that the site should have been included in the Sites DPD, having regard to the site selection methodology adopted by Mid Sussex.

Reference: Reg18/759/2

The Site Allocations DPD concluded that there was little to distinguish between the sites with the key issues of (point 5.18 page 15) transport capacity and access being the determining factors in choosing on the site north of the A2300. It goes on to cite ‘highways capacity and access and connectivity to the Northern Arc’ (point 5.41 page 17) and flood risk, ancient woodlands (point 5.10 page 13).

In terms of the three key areas of differentiation

Flood Risk: Both sites contain some element of Flood Risk. The developable area of the Fairfax site (site # 801) exceeds by far the required area to deliver 1,000,000 sq. ft. of employment space which significantly mitigates or removes the risk.

Ancient Woodland: As with the Flood Risk point above, the site significantly exceeds the size required to deliver the STP. By including the ancient woodland area in the site, it will be preserved and used to enhance the landscape of the park.

Highways: A review of the Site Allocations DPD Site Selection Paper 4: Employment Sites has been undertaken by i-Transport (part of the Fairfax Project Development Team). This review is attached at Appendix \*\* to this report with a summary of the findings contained in the responses at Section 5. The review demonstrates that the South Site is the superior location and should be the preferred site for allocation within Policy SA9: Science & Technology Park of the Reg 19 Site Allocations Development Plan Document. Further, it is worth noting at the outset that the assessment of site selection on transport grounds is unsubstantiated and unsound.

Site Selection Note 4: Employment Sites states that the North Site has an advantage in that it would use an existing junction for access on the A2300 rather than a new one, which “could disrupt traffic flow”. There is no substantiating evidence to suggest that a new junction would cause unacceptable delay. Further, the North Site proposal of a signal-controlled hamburger junction on the A2300 would result in static vehicle queuing along the A2300 at all times of the day, as vehicles will be required to wait at a red signal. The South Site access would have limited queueing at peak times and would be free flowing outside of peak periods. Therefore, overall there would be fewer delays at a traditional roundabout compared with a hamburger arrangement.

The focus of these representations is on the key points identified by MSDC. Additionally, Fairfax believe that there are a number of points in the 14 issues where the Fairfax site has clear benefits over the northern site. Had these points been considered more thoroughly, a different conclusion would have been drawn.

## Housing Requirement / Supply

### General Objection

Comments Received: 29

- Support the aim of the DPD to allocate sufficient housing to address the residual necessary to meet the identified housing requirement for the district up to 2031. It is to be welcomed that the DPD meets in full the agreed quantum of unmet housing need for the Northern West Sussex Housing Market Area, to be addressed in Mid Sussex, of 1,498 dwellings. (Horsham District Council).
- The distribution of housing across the settlement categories is felt to be proportionate and is therefore supported (Developer).
- Fails to identify a sufficient number of sites in order to be likely to deliver the residual housing requirement established under District Plan DP4. The limited number of sites places the overall level of delivery at risk, given that the relationship with the District Plan is not effectively balanced. Nor is there evidence that the approach established under DP6 to support the release of small sites is helping to re-address that balance. (Developer)
- We welcome the aim of the document to allocate sufficient sites to ensure that the housing requirement in Mid Sussex is met in full (Wealden District Council).
- MSDC is struggling to meet the substantial housing requirement as agreed in the adopted local plan. This issue will be compounded by the increase in housing requirement, as a result of the stepped housing trajectory, which increases to 1,090 dpa between 2024/25 and 2030/31 (Developer).
- In order to rectify this issue of soundness prior to next stages of consultation of the Sites DPD it is suggested that the Site Selection process is revisited to consider sites which fall outside of the AONB (Developer)
- We submit that the Site Allocations DPD as currently drafted, is unsound, on the basis that it doesn't identify sufficient sites for development to meet the need, particularly those already identified as suitable for housing development (through the development control process) (Developer).
- Concerned that the housing requirement will not be sufficient to meet the needs of the district over the plan period. Whilst it is noted that the policy allocates a number of sites from a variety of sources, we believe further allocations are needed to ensure a flexible and responsive supply of housing land is available over the course of the plan period, as a contingency (Developer).
- The Council should take into consideration potential future unmet need (beyond what was considered in the District Plan) from neighbouring authorities at this stage, instead of waiting for the District Plan Review starting in 2021 (Policy DP5 – Planning to Meet Future Housing Need) to ensure the Plan is robust and addresses the OAHN across the Housing Market Area (HMA). (Developer)
- It is our contention that the SADPD will not meet the minimum requirements for housing delivery as envisaged by the District Plan. Therefore, the SADPD is unsound (Developer)
- The scale of growth proposed in policy SA10 of the Reg 18 Plan provides for limited flexibility and does not reflect the spatial strategy set out in the adopted Local Plan. The level of growth directed to category 2 settlements in policy SA11 of the Reg 18 Plan is significantly short of that proposed in the adopted Local Plan, and there is a clear miss-match between what is said to be the minimum

residual requirement for each settlement category in policy SA10 and what is actually allocated in policy SA11. (Developer)

- The Council has only identified a surplus of 445 units that equates to 2.8% of the overall supply. The supply position is therefore more susceptible to rapid change if delivery from key sites stalls or slows. (Developer)
- Policy SA10 (Table 2.3) is inconsistent with the NPPF and has not been correctly based on the evidence available. This has serious consequences for selecting an appropriate strategy for the future provision of housing in Mid Sussex District. The most obvious conclusion is that many more greenfield sites are allocated in the Draft Plan than are required (CPRE)
- It is not apparent that resilience to the effects of global warming has been considered as part of the assessment of individual site sustainability (CPRE).
- It is also not apparent that the Council search for suitable housing development sites has given sufficient attention to maximising opportunities to increase housing within the major town centres as part of town centre regeneration opportunities and as an alternative to such extensive greenfield site allocations, some of them within or affecting important designated areas (CPRE)

#### Actions to Address Comments:

- The approach towards site selection is clearly set out in Site Selection Papers 1, 2, 3 and 4. The Sustainability Appraisal sets out the assessment of reasonable alternatives. The assessment of omission sites and results will be set out in revised versions of Site Selection Paper 3: Housing, and 4: Employment.
- The strategic issues, such as unmet housing need were dealt with during the District Plan Examination. As the 'daughter' document, the Site Allocations DPD does not need to revisit this issue. Strategic issues will be revisited through the planned District Plan Review.
- Prepare an AONB topic paper to further explain the site selection of sites in the AONB and how this conforms to the District Plan strategy and intentions of the NPPF.

### **Commitments**

#### Comments Received: 2

- The Council have applied an optimistic trajectory for the delivery of development associated with Burgess Hill (Developer).
- Hardriding Farm, Pease Pottage Phase 3 (SHLAA ID: 666) (200 units in phase), and absent clear evidence to explain its advanced trajectory - the development may deliver at a slower rate (Developer)
- Land north of Clayton Mills, Hassocks (SHLAA ID: 753) (500 units): based on Start to Finish averages, the development may deliver later and at a slower rate than envisaged. (Developer)
- From this review, the delivery from these four sites, in particular, appears to be based on overly optimistic lead-in times and delivery rates than that which would be expected from similarly sized sites as detailed in 'Start to Finish'. Our review does not claim that these sites will not come forward in the plan-period, but if delivery was delayed and/or came forward at a slower rate, additional sites would be required to make up the shortfall. These examples serve to highlight



that achieving the Council's requirement for a rolling five-year supply is fragile.  
(Developer)

Actions to Address Comments:

- A revised Housing Trajectory will be prepared to support the Reg19/submission version of the Plan.
- There will be continued dialogue with house builders to delivery trajectory are realistic and supported by evidence.

**Windfall Allowance**

Comments Received: 9

- The number of additional dwellings attributed to windfalls is inconsistent with evidence. The windfalls contribution of 588 dwellings shown in Table 2.3 significantly under-represents the supply of housing which is likely to be derived from this source over the plan period. It is therefore clear that the windfall allowance shown in Policy SA10 (Table 2.3) is not justified. A contribution of 972 dwellings from small windfall sites (up to 9 dwellings) and 500 from large windfall sites is entirely justified by the evidence (Worth Parish Council).
- The consequence of underestimating the windfall contribution is to overstate the residual housing requirement for the district by 884 dwellings (Worth Parish Council).
- The Sites DPD places significantly greater reliance on windfall sites than the District Plan, without providing suitable evidence to support the assumptions made. The Council is therefore encouraged to rely less on non-identified sources of housing growth (which by their nature are unpredictable in relation to the realisation of the spatial strategy) and to plan more effectively by identifying additional sites for allocation in the Regulation 19 version of the Sites DPD (Developer)
- The Council's now proposed approach doubles the windfall allowance, only a year on from the adoption of the Local Plan when a higher figure was not considered justified and the planning policy background has not materially changed. The Council's approach, also potentially double counts housing already planned for in Neighbourhood Plans and is already accounted for in terms of overall housing numbers (Developer).
- The Council currently place too heavy a reliance of windfall development, also allocating sites which could come forwards as windfall development (Developer).
- Policy SA11 and SA33 identify the land at Ansty Cross garage (Ansty) for residential development of 12 dwellings. This is a brownfield site, the majority of which is within the development boundary and as such development of the site would already be supported by existing District Plan policy and would be considered a 'windfall' site. The Council cannot have it both ways, the reliance on windfall development cannot be increased whilst also seeking to allocate those sites which would be categorised as windfall, this results in double counting which would be unjustified and therefore unsound. (Developer).
- Paragraph 2.24 of the Site Allocations DPD indicates that this increase is to "reflect changes in national policy and District Plan Policy DP6 that supports development of up to 9 dwellings that are contiguous to existing Settlement Boundaries and based on past performance". However, the wording of Policy DP6 of the District Plan was of course known at the time of agreeing the current

windfall allowance and therefore a change could only be justified through the availability of new evidence since the adoption of the District Plan. (Developer).

Actions to Address Comments:

- The Windfall Topic Paper will be reviewed and updated in light of any additional evidence and the passing of time since its preparation.

**Housing Requirement – Under/Over Supply**

Comments Received: 17

- The addition of these two 'marginal' sites takes the number of units allocated within Category 1 settlements to 1412, this is 572 units above the minimum residual housing figure. This oversupply is not justified within the DPD or supporting evidence base. Removing these 'marginal' sites will still result in the DPD that delivers more than the minimum housing requirement in the lifetime of the local plan (Sussex Wildlife Trust)
- It is agreed that the Council applying a buffer to the residual requirement was entirely appropriate and necessary in order to ensure delivery of the Council's housing requirement. Without this buffer then any non-delivery, or even delay in delivery, of individual sites, which is inevitable to some extent over the Plan period, would have the potential to result in the Council not being able to achieve its housing requirements (Developer)
- The overall supply from Table 2.3 is 16,845 dwellings which aims to exceed the District Housing requirement by 455 dwellings by the end of the Plan period, but there is bound to be slippage and the flexibility of a 2.7% over-provision is supported in principle. However, the figures are not precise, and it is considered that this is still a fragile margin to compensate for non-delivery, particularly in the strategic housing allocations. The margin should be greater and a 10% non-delivery margin to extant planning consents and outstanding allocations is standard practice and should be applied (Developer)
- The Parish Council notes that the superior performance of Option B over Option A arises from its ability to deliver significantly more new homes than the District Plan Minimum Requirement. The Parish Council believes that it is unnecessary to deliver significantly more new homes than the District Plan Minimum Requirement. The Parish Council proposes that the size of the 'buffer' should be reduced in part by the elimination of the Site 519 to address the points made in points 8 and 9 above. (Worth Parish Council)
- Additional land should be identified and the inclusion of an appropriate buffer to be included on top of the housing requirement as it is unlikely that all of the sites in the Council's housing land supply will come forward as anticipated due to the complex nature of schemes as stated above. (Developer)
- We note that the total supply is only 3% above the minimum requirement. This leaves very little flexibility to address any delays in sites coming forward or a reduced level of development being achieved on the strategic sites during the plan period (as evidenced by the Burgess Hill reduction). Para 11a of the NPPF is clear in the need for local planning authorities to 'positively seek opportunities to meet the development needs of their area' and to 'be sufficiently flexible to adapt to rapid change'. The lack of flexibility in the housing supply leads us to question whether the Reg 18 Plan complies with national policy (Developer).

Actions to Address Comments:

- The under/over supply against the District Plan requirement will be finalised in the Reg 19/submission version of the Plan. Table 2.3 will be updated following this.

**Five Year Housing Land Supply**

Comments Received: 2

- It is unclear how the Council will seek to maintain a 5-year housing land supply over the plan period as there does not appear to be any policy trigger to bring forward corrective action. Owing to the fact that the authority is encircled by Green Belt to the north it is recommended that the Local Plan Review mechanism is included within the policy wording which includes appropriate triggers in the event that the Council and/or neighbouring authorities are not meeting their full identified housing needs (Developer).
- In the absence of a Planning Inspectorate review (either by appeal or through the formal APS examination) we have undertaken our own deliverability assessment of the supply to determine whether there is sufficient evidence to demonstrate a 5YHLS. From this review (informed by the latest relevant policy and guidance) we have amended the delivery from nine sites. From these amendments we consider that in fact the Council can at best only demonstrate 4.80 years (i.e. a shortfall of 192-units) (Developer).

Actions to Address Comments:

- There will be continued dialogue with site promoters/house builders regarding delivery trajectories, supported by evidence. A revised Housing Trajectory will be prepared to support the Reg19/submission version of the Plan.

**Settlement Hierarchy (DP4/DP6)**

Comments Received: 21

- There is an error in Appendix B of the DPD with regards to the figures at West Hoathly and Sharpthorne (West Hoathly Parish Council)
- The Parish Council believes there are inaccuracies in commitments/completions figures for Crawley Down and Copthorne; therefore, the residual requirement at these settlements should be zero meaning no sites should have made it past the first stage of the site selection process. (Worth Parish Council)
- There is a deficit at Category 3 settlements of 136. The DPD seeks to increase development at Category 1, however this approach does not meet the development needs at Cat3 and there are opportunities for additional sites to be allocated in this category (Developer)
- There are limited or no allocations at Category 2 settlements, particularly Cuckfield and Hurstpierpoint. There are sites in these areas which are less constrained than those chosen at Category 3. (Developer)
- It is not clear what the purpose of Appendix B is given the residual requirements are 'met' within the DPD (Developer)

- The distribution is not in accordance with DP4/DP6 as more homes are directed to category 3 than category 2. (Developer)
- There are insufficient allocations to meet the need at Bolney, the Council has rejected all site options at this settlement which appears unsound. (Developer)
- Hurstpierpoint should not have a residual need of zero as it is a category 2 settlement, the DPD presents the best opportunity to allocate additional sites at this location to meet needs. It is unclear whether Hurstpierpoint has met its need. (Developer)
- Although DP4/DP6 were approved in the District Plan, the Sites DPD should re-assess whether this is fit for purpose. (Developer)
- Additional development should be directed to Haywards Heath given it is a Category 1 settlement (Developer)
- Handcross, as a Category 3 settlement, is well placed to accept additional housing growth (Developer)
- No rationale is given in the Sites DPD to explain the difference between the figures set out in the District Plan (DP4/DP6) and the revised figures. (CPRE)

#### Actions to Address Comments:

- Individual sites are assessed in Site Selection Papers 1, 3, 4 and the Sustainability Appraisal, giving reasons for why they were rejected at each stage. The site selection process accounts for the Settlement Category (DP4) as well as individual settlements (DP6) - the sites chosen were those that were most consistent with this strategy.
- Review Appendix B, amend where required to address any errors in the figures or for clarity.
- The approach towards site selection is clearly set out in Site Selection Papers 1, 2, 3 and 4. The Sustainability Appraisal sets out the assessment of reasonable alternatives.

#### **C2 Need / Requirement / Supply**

##### Comments Received: 5

- It is generally welcomed that the Council has acknowledged a need for Extra Care accommodation. It is strongly contested that the HEDNA significantly underestimates the actual need which is not being met. The actual unmet need now is calculated as at least 462 units, of which 75% need to be for sale (367 units), with the undersupply of for sale units increasing to 604 units by 2030 (Developer).
- It is therefore evident that the sites on which the Local Plan is wholly reliant in delivering specialist accommodation for older people will not address the identified need for specialist older persons accommodation or need for extra care accommodation specifically. In short, the problem will continue to worsen (Developer).
- There are only 88 potential extra care units identified, against a need now for 492 units (as identified in the Need Assessment), leaving a residual shortfall of at least 404 units now (72%) which will increase to at least 516 units by 2032 (Developer).

- The Adopted Local Plan is wholly reliant on the Sites DPD to identify and address any shortfall (Developer).
- The need to deliver extra care housing (and other forms of specialist accommodation) should have therefore been an essential consideration at the outset to accord with the Adopted Local Plan, the NPPF (para 61) and the PPG guidance that specifically supports the provision of and allocation of sites for specialist accommodation where there is an identified unmet need (reference 006 Ref ID: 63-0013-20190626) (Developer).
- In summary our representations on the Draft Plan relate specifically to the failure to address the need for housing for elderly people within the plan. This is against a background of a number of evidence documents produced in respect of the District Plan (adopted 2018) which demonstrate an ageing population in Mid Sussex, a shortage in provision of specialist accommodation and, fundamentally, a need for policy intervention to deliver specialist housing. The Site Allocation DPD fails to achieve this (Developer).
- There is no specific policy in the DP which allows for the delivery of specialist accommodation or care homes, albeit it is recognised that policy DP6 does allow for development within towns and villages with defined built-up area boundaries. The Site Allocations Document and its relationship with the DP and its supporting housing evidence is therefore fundamentally flawed. The Site Allocations Document fails to grapple with housing requirements of a significant specialist sector in the face of evidence of demonstrating clear need (Developer).
- The consultation on the Site Allocations DPD does not include any additional evidence-based documents in respect of housing for older people or specialist accommodation. No mention is made in the Site Selection Paper 3: Housing Sites as to whether the need for care homes has been assessed (Developer)
- It is necessary for the Council to allocate additional sites for Care Home developments to meet the need identified in the District. If land is not allocated then, as identified in the PPG, there is no certainty over the delivery of this type of development and the Plan will fail in a key objective (Developer).
- There is clear and immediate need to allocate specific sites for C2 uses and that the failure to do so renders the SADPD unsound. (Developer)

#### Actions to Address Comments:

- Prepare a topic paper setting out how the demand for specialist accommodation (in the form of elderly persons accommodation) has been met.
- Consider if the Sites DPD requires additional policy relating to provision of specialist accommodation in light of this.

#### **Residual Housing Figure**

#### Comments Received: 2

- Delivery assumptions are optimistic and do not form a credible baseline. If a more realistic trajectory were applied, it would leave the Council short of their target by circa 2,000 new homes (Developer)
- We commend the Council for seeking to meet their residual housing requirement in full, however the proposed housing supply components do not represent a credible baseline from which to calculate residual need. In this respect, we have some concerns regarding the balance between strategic and non-strategic scale

allocations and the anticipated delivery trajectory. We would encourage the Council to allocate additional sites to deliver this increased residual need. Further, we would urge them to prioritise medium sized sites that can deliver quickly and require minimal intervention to supporting infrastructure, but still make a meaningful contribution to affordable housing needs. (Developer)

- The actual 'Updated Minimum Residual Requirement' does not, at 1,507 reflect the target set out in the table 2.3 in policy SA10 (1,962); and that the associated commentary on the overall housing requirement in section 2.3 of SSP3 (Oct 2019) also contradicts table 2.3 in policy SA10, such that clarification needs to be provided as to what the correct residual requirement is. Reading between the lines it would appear that the Minimum Residual Requirement is 1,507, but that 1,962 is being allocated to provide some flexibility. In addition to the above, table 2.4 of Policy SA10 does not then reflect what is actually proposed in policy SA11 and table 2.5 (Developer)

Actions to Address Comments:

- There will be continued dialogue with site promoters/house builders regarding delivery trajectories, supported by evidence. A revised Housing Trajectory will be prepared to support the Reg19/submission version of the Plan.

**Self-Build / Custom Build**

Comments Received: 1

- None of the allocations set out in the Site Allocations DPD make any reference to self-build. It is considered that MSDC has failed in their duty under the self-build act and consideration towards the provision of self-build within the district must be given within the DPD (Developer)

Actions to Address Comments:

- A topic paper setting out how the self-build duty is being for filled will be prepared to support to Reg 19/submission version of the Plan.

788

Mr G Wilson

Organisation: Savills

Behalf Of: Charterhouse Strategic Land

Promoter

Reference: Reg18/788/3

Policy SA10 identifies the current status of housing supply in Mid Sussex District, and identifies the residual need for housing when considering the housing supply, completions, and known commitments that have occurred during the plan period of the District Plan. The policy also identifies the spatial distribution of the housing requirement across the various settlement categories of the District. This identifies that a minimum of 439 units should be allocated to Category 3 settlements. This distribution of housing across the settlement categories is felt to be proportionate and is therefore supported.

684

Mr C Noel

Organisation: Strutt and Parker

Behalf Of: Paddockhurst Estate Turners Hill

Promoter

Reference: Reg18/684/3

Objection is made to the Regulation 18 draft plan on the basis that the Site Allocations DPD fails to identify a sufficient number of sites in order to be likely to deliver the residual housing requirement established under District Plan DP4. This should be remedied at Regulation 19 stage by the identification of more otherwise acceptable sites.

The Site Allocation DPD proposes to meet the residual requirement through the allocation of just 22 further sites. This runs a significant risk. The Strategic Sites identified in the District Plan are themselves relatively small in number, and that approach is already proving to be problematic in terms of housing delivery (see section 4 below). One of the potential advantages of preparing a Site Allocations DPD after a period of monitoring progress with strategic sites is the ability to balance the positive benefits that larger strategic allocations can produce with the greater predictability that smaller site allocations can provide. However, the potential advantages are significantly compromised by the Regulation 18 approach as the sites proposed for identification are insufficient in number to adequately compensate for the over-reliance of the District Plan on a small number of larger sites. Whilst it is acknowledged that the SADPD identifies sites with more than sufficient capacity to meet the residual requirement (assuming for the time being that the increased reliance on windfalls is acceptable), the limited number of sites nevertheless places the overall level of delivery at risk, given that the relationship with the District Plan is not effectively balanced. Nor is there evidence that the approach established under DP6 to support the release of small sites is helping to re-address that balance.

The District Plan's strategic sites are very unlikely to meet the anticipated target numbers within the Plan period. As a result, there is a strong case for the identification of additional provision through further site identification through the SADPD (rather than reliance on an increased level of windfalls). This should be addressed by further site identification at the Regulation 19 stage.

The District Plan includes strategic site allocations at Burgess Hill, Hassocks and Pease Pottage, totalling 5,080 units. Of this total, 4,867 are expected to be delivered during the plan period to 2031. There are however already signs that this trajectory will not be met.

At Burgess Hill, outline planning permission has only very recently been granted for the Northern Arc scheme, and then for 3,040 dwellings rather than the 3,500 contemplated in the District Plan strategic allocation. The Council's Housing Land Supply Position Statement, produced in July 2019 nevertheless anticipated completions to begin in 2021/22. Given that the recent permission (DM/18/5114) is in outline only and that reserved matters and/or discharge of conditions applications have yet to be submitted, completion of any units in a little over 12 months seems very unlikely. Delivery is expected to reach 156 dwellings per annum by 2023/2024 but even at that rate, the level of provision originally anticipated within the Plan period will not be reached.

At Hassocks, an outline application for 500 units has been presented to MSDC but remains undetermined, with no committee date yet fixed. Again, the July 2019 HLS Position Statement assumes first completions in 2021/22. This site is far less complex than the Northern Arc scheme, but this start date remains ambitious. The site ought to provide 50 dwellings per annum once commenced as suggested in the Position Statement.

The Kings Way (Burgess Hill) and Pease Pottage strategic sites are progressing acceptably but together are not large enough to compensate for likely delays with the others. It is therefore important that greater certainty be afforded through the SADPD process to bolster supply. Such certainty cannot be reliably achieved through an increased windfall allowance. Instead, additional site allocations should be made at Regulation 19 stage.



**1049** **Mr M Bates** **Organisation:** Horsham District Council **Behalf Of:** Local Authority

**Reference:** Reg18/1049/2

General comments

HDC supports the aim of the DPD to allocate sufficient housing to address the residual necessary to meet the identified housing requirement for the district up to 2031. It is to be welcomed that the DPD meets in full the agreed quantum of unmet housing need for the Northern West Sussex Housing Market Area, to be addressed in Mid Sussex, of 1,498 dwellings. It is noted that the emerging Crawley Local Plan review (which is advancing towards the Regulation 19 stage) identifies an increased unmet housing need for its area for a minimum of 4,806 net dwellings over the period 2020 to 2035, arising from its application of the Government’s standard methodology for calculating local housing need. Whilst not a matter for this DPD, it will be important for future reviews of the Mid Sussex District Plan to make reasonable provision for additional unmet housing need identified within the NWS HMA, to ensure a fair and sustainable distribution of development in future years.

**1049** **Mr M Bates** **Organisation:** Horsham District Council **Behalf Of:** Local Authority

**Reference:** Reg18/1049/3

Housing site allocations

HDC considers that the DPD is seeking to allocate sufficient sites to ensure the current housing requirement for Mid Sussex is met in full. We have not at this stage identified any particular issues with the allocations proposed. However given some allocations are relatively close to the administrative boundary, we may have comments at the Regulation 19 stage should the emerging evidence base suggest in-combination cross-boundary impacts likely to arise from these allocations.

**777** **Mrs L Howard** **Organisation:** South Downs National Park **Behalf Of:** Local Authority

**Reference:** Reg18/777/2

We welcome the aim of the document to allocate sufficient sites to ensure that the housing requirement in Mid Sussex is met in full.

**726** **Mr A Burtin** **Organisation:** Cuckfield Parish Council **Behalf Of:** Town & Parish Council

**Reference:** Reg18/726/4

Policy SA10 (Table 2.3) is inconsistent with the NPPF and has not been correctly based on the evidence available. This has serious consequences for selecting an appropriate strategy for the future provision of housing in Mid Sussex District. The most obvious conclusion is that many more greenfield sites are allocated in the Draft Plan than are required. It is accepted that the dwelling requirement is expressed as a minimum but it is a legitimate planning strategy not to provide an excessive number of dwellings to meet the identified need. This represents a reasonable alternative approach to plan-making within the District which has not been tested through the Sustainability Appraisal. Once tested, the strategy of under estimating windfall developments and over-allocating sites for housing is likely to be shown to lead to less sustainable development through the use of allocated greenfield sites with landscape, biodiversity and other constraints, often further from facilities than windfall sites. The Parish Council would strongly urge the District Council to increase the windfall contribution to the housing supply with a consequential reduction in the housing allocations made in the Site Allocations DPD.

286	Ms H Schofield	Organisation:	West Hoathly Parish Council	Behalf Of:		Town & Parish Council
Reference: Reg18/286/2						
The Parish Council is concerned about the impact 750 homes around East Grinstead will have on the volume of traffic using the local road network in the surrounding villages and what measures there will be to address this.						

689	Mr M Brown	Organisation:	CPRE Sussex	Behalf Of:		Organisation
Reference: Reg18/689/14						
<p>Mid Sussex, as a primarily rural district, is subject to significant constraints on its ability to deliver more housing. We recognise the challenge that your Council faces in meeting the target set in the current Local Plan. It remains our view that, given the amount of specially designated and other valued countryside within the District, and the challenge of delivering sustainable transport systems in and across rural areas, the ability of the District to absorb more housing is not infinite; and that there is in reality a capacity cap on the level of new housing that can be sustainably delivered in Mid Sussex, whether to meet local District need or that of neighbouring authorities. That reality will need to be factored into the forthcoming Local Plan review.</p> <p>It is not apparent that resilience to the effects of global warming has been considered as part of the assessment of individual site sustainability.</p> <p>It is also not apparent that the Council search for suitable housing development sites has given sufficient attention to maximising opportunities to increase housing within the major town centres as part of town centre regeneration opportunities and as an alternative to such extensive greenfield site allocations, some of them within or affecting important designated areas. For example, could the much needed, but stalled, major Burgess Hill town centre redevelopment be made more financially attractive to the proposed developer by increasing the volume of permitted housing there, thereby relieving the pressure on finding greenfield housing sites on Burgess Hill's outskirts? We urge your Council vigorously to explore with potentially interested parties the deliverability of potential town centre regeneration sites.</p>						

The replacement of the 2014 modified Mid Sussex Local Plan was delayed from its first scheduled due date of 2008, to 2018. The current need for a Site Allocations DPD resulted from the failure of the Council to allocate sufficient development sites under the submitted draft District Plan (2014-31).

The reason for the decade long delay in adopting an upped spatial plan was due to the Council failing to follow a strategy that was sufficiently flexible and that relied on major development at East Grinstead that it found impossible to deliver. We now find that the Council is resting its delivery of the District Plan housing numbers post 2023/24 on another scheme for mass housing at East Grinstead. It is therefore appropriate to review the reasons for the fate of the earlier plan that was advanced as the EGAAP

The modified West Sussex Structure Plan (2004) set out a housing quota for Mid Sussex in 2004 and identified a mixed use strategic development site to the southwest of East Grinstead. MSDC started the process of developing a new Local Plan to accommodate the increased numbers which it proposed to do through a Small Scale Housing Allocations DPD (providing sites up until 2016) and an East Grinstead Area Action Plan to deliver a mixed use strategic allocation at East Grinstead by 2016.

Unusually MSDC chose to bring forward the spatial strategy after the adoption of the SSHA and EGAAP DPDs against government advice.

The approach proved to be flawed because it meant that the spatial strategy was entirely reliant on delivering the EGAAP site to meet the housing quota. This ran against the 2004 Planning & Compulsory Purchase Act requirement that the spatial plan should provide sufficient flexibility.

The Council argued that the well-established planning constraints at East Grinstead could be overcome and this ambition was set into the Structure Plan policy LOC1, with the infrastructure requirements upon which it was made contingent set out in the accompanying appendix. The Council started to develop the EGAAP in 2004 but was obliged to abandon it in 2010, after it became clear that the scheme could not deliver sustainable development and could not meet the development conditions the Council agreed to at the WSSP EiP.

It is relevant to note the Council’s proposed EGAAP mixed use development was at Imberhorne Farm and included 2,500 homes plus associated employment provision. This scheme included the site currently being advanced as SA20 for 550 homes as well as the site already developed for 100 homes adjacent to Imberhorne Lane.

The information published to support this new strategic development between East Grinstead and Felbridge fails to address the issues that the earlier, much more detailed, work exposed and that at that time the Council and the East Grinstead Developer Consortium concluded could not be overcome to deliver a sustainable and lawful development. Based on the evidence provided it would be reasonable to expect that this new scheme will fail just like the earlier one and will leave the Council unable to meet its obligations with respect to the unmet need at Crawley.

The draft Site Allocations DPD text misrepresents the position from the outset when it says  
 “The District Plan, adopted in March 2018, sets out a commitment for the Council to prepare a Sites DPD, which has four main aims, which are:

i)to allocate sufficient housing sites to address the residual necessary to meet the identified housing requirement for the district up to 2031 in accordance with the Spatial Strategy set out in the District Plan;”

This statement wrongly asserts that the settlement hierarchy can be applied “come what may”, without regard to new evidence that emerges. This cannot be the case and indeed such an approach is not supported by the Inspector’s Report, which makes it clear, in paras 67 & 64, that regard has to be made to emerging evidence regarding both infrastructure and threats to Ashdown Forest.

B - The sites proposed at East Grinstead are unsustainable and should be dropped

On the evidence available, the quantum of development proposed in the draft Site Allocation DPD between East Grinstead and Felbridge cannot be delivered sustainability.

Furthermore, these locations are, at best, sub-optimal in addressing the requirement that Mid Sussex must deliver 1,500 additional houses to meet the expected unmet need of Crawley Borough from 2023/24, as laid out by the Inspector in his report into the District Plan.

We note that other sites exist in Mid Sussex that have the potential to better meet that unmet need for Crawley, but that have been discarded earlier in the process to develop the Site Allocations DPD without thorough examination. This has introduced an unnecessary and unwelcome lack of flexibility to the Mid Sussex spatial plan, that runs contrary to national planning policy.

Under the draft Site Allocations DPD, the ability to meet the Mid Sussex housing requirement would rely on delivering sites at East Grinstead in the same (or very similar) locations to those that were proposed previously under the East Grinstead Area Action Plan DPD [EGAAP] scheme. Despite extensive commitment of resources over six years, the Council failed to deliver this scheme and was forced to finally abandoned in 2010.

The failure to find a way of developing that strategic location during the EGAAP process, despite the expenditure of considerable resources and the inclusion of an expensive multi-modal transport study [MMTS], led directly to the recently adopted local plan arriving ten years late and the failure of the Council to operate a plan-led planning system from 2008 to 2018 (as is required by national planning policy). The Council was arguing that to deliver the strategic development under the EGAAP, £120m at 2006 prices was needed to fund the necessary infrastructure. For the Site Allocations proposals the scale of infrastructure is far smaller. It is important not to repeat that record of failure.

It is concerning that now, in this draft DPD, the Council is failing to consider the possibility of a repeat failure when advancing a proposal on sites similar to that of the EGAAP and nonetheless with much less provision for infrastructure and one that runs counter to national planning policy, and in particular the Planning & Compulsory Purchase Act (2004) and the most recent National Planning Policy Framework.

No evidence is provided that the substantial and long recognised constraints on development at East Grinstead can be overcome through these proposed allocations.

The Mid Sussex Transport Study report provided is not sufficiently detailed to demonstrate that the traffic congestion at East Grinstead can be mitigated. In 2006 the Multi-Modal Transport Study developed by Peter Brett Associates [PBA] looked at a significantly more ambitious transport package and found that the issues at East Grinstead could not be resolved. At that time a major part of the transport proposal included a high quality, high frequency prioritised bus link running between East Grinstead town centre, Imberhorne Farm/Felbridge and Crawley/Gatwick. Even with a heavy subsidy and substantial infrastructure investment to provide this prioritised public transport link, PBA's conclusion was that it would not attract sufficient passengers to produce a modal shift and so the traffic problems that mass development at East Grinstead would lead to, could not be mitigated.

The latest MSTs shows that the existing planned development at East Grinstead is already going to lead to 'severe' congestion on the A264/A22 corridor before 2031, showing that the Council's earlier assumptions when allowing/allocating commitments were incorrect and that the evidence provided to the District Plan Examination was unreliable.

E - Relevant reasons for earlier failures to deliver mass development at East Grinstead and how the draft Allocations DPD addresses them

The chief constraints on development at East Grinstead were recognised in the modified Mid Sussex Local Plan (2004) as being down to inadequate traffic infrastructure and environmental factors.

They were thought a sufficiently serious risk to delivery that when a mixed used strategy location was identified south/southwest under Policy LOC1 of the county Structure Plan (2004) the development was made contingent on the Council meeting specific infrastructure conditions set out in the associated Appendix, in order for the development to meet sustainability criteria and national planning policy. The Council was unable to meet these and so the Council was forced to drop the strategic development.

Since that time the constraints have worsened and so it remains for the Council to demonstrate that notwithstanding the new proposal can overcome these constraints and be delivered.

725

Mr A Black

Organisation: Andrew Black Consulting

Behalf Of: Village Developments Floran Farm

Developer

Reference: Reg18/725/2

Regardless of the outcome of any confirmed position statement from the Secretary of State it is apparent that MSDC is struggling to meet the substantial housing requirement as agreed in the adopted local plan. This issue will be compounded by the increase in housing requirement, as a result of the stepped housing trajectory, which increases to 1,090 dpa between 2024/25 and 2030/31.

723

Mr A Black

Organisation: Andrew Black Consulting

Behalf Of: Manoir Properties

Developer

Reference: Reg18/723/3

Regardless of the outcome of any confirmed position statement from the Secretary of State it is apparent that MSDC is struggling to meet the substantial housing requirement as agreed in the adopted local plan. This issue will be compounded by the increase in housing requirement, as a result of the stepped housing trajectory, which increases to 1,090 dpa between 2024/25 and 2030/31.

It is part b of paragraph 172 that is of particular importance in this instance. It is not considered that MSDC has considered sites outside of the AONB should be used to meet the identified residual housing requirement. It would appear that sites have been selected because of their conformity to the spatial strategy and hierarchy without the proper application of the ‘great weight’ required to protect the AONB.

The approach of allocating sites within the AONB as opposed to ‘outside the designated area’ should have been tested through a robust analysis of reasonable alternatives within the Sustainability Appraisal. The failure to do this adequately is a matter of soundness and it is considered that the Sites DPD fails the tests within the NPPF on this basis alone.

In order to rectify this issue of soundness prior to next stages of consultation of the Sites DPD it is suggested that the Site Selection process is revisited to consider sites which fall outside of the AONB. Foxhole Farm is not within the AONB and has been discounted at an early stage and must now be reconsidered. In doing so regard must be had to the Planning Practice Guidance which addresses the question of ‘what happens if the assessment indicates that there are insufficient sites / broad locations to meet needs?’

<b>775</b>	<b>Ms K Castle</b>	<b>Organisation:</b> Batcheller Monkhouse	<b>Behalf Of:</b> Griffiths Family	<b>Developer</b>
<b>Reference:</b> Reg18/775/4				
<p>However, we are aware that one of the commitments included within the calculation at the Ravenswood Hotel has recently seen planning permission expire without implementation, so reducing existing commitments by 12 units. The overall requirement for new dwellings in Horsted Keynes is therefore in fact much greater, at 65 dwellings, meaning the majority of the 69-dwelling requirement for the village remains yet to be delivered.</p> <p>The Site Allocations DPD allocates two sites in Horsted Keynes to deliver 55 dwellings collectively. Given the above, this leaves an additional 10 dwellings required to meet the identified requirement for the village over the plan period. The NPPF states that the planning system should be genuinely plan led and as part of this should positively identify sufficient housing to meet its objectively assessed needs. The Site Allocations DPD does not identify sufficient housing to meet all of the identified need for Horsted Keynes and there is therefore a need to reconsider the site assessments undertaken to date to find a further 10 dwellings.</p> <p>In summary we consider the Site Allocations DPD has not been positively prepared. It does not identify enough housing to meet the full requirement for Horsted Keynes across the plan period, and there is a need to reconsider sites which were put through to detailed assessment such as the sites at Jeffreys Farm, not only in light of the above detailed inaccuracies in the assessments but as a means of providing alternative sustainable locations to meet the shortfall in requirement which is now apparent.</p> <p>On that basis the Site Allocations DPD is in our view based upon effective joint working although as whole for the reasons above it is not considered to be effective as it will not deliver the up to date housing requirement for Horsted Keynes in its entirety, and there are inherent uncertainties about the deliverability of at least on the of the sites that have been allocated.</p>				

<b>749</b>	<b>Ms L Morris</b>	<b>Organisation:</b> CBRE	<b>Behalf Of:</b> CBREGI	<b>Developer</b>
<b>Reference:</b> Reg18/749/2				
<p>On behalf of CBREGI we have undertaken a review of the Site Allocations Document and there is broad support for the document and its contents.</p> <p>Specifically, in accordance with Policy SA10 (Housing) and Table 2.4 (Spatial Distribution of Housing requirement), CBREGI are supportive of the identification of East Grinstead being a Category 1 – Town within the Site Allocations Document. Category 1 being defined within the Mid Sussex Adopted District Plan as a “Settlement with a comprehensive range of employment, retail, health, education, leisure services and facilities” It is noted that this scale of settlement provides opportunities for development. We are in support of this approach and consider that the direction of growth towards this Category 1 settlement is a sensible and sustainable approach to development.</p> <p>Given the above definition of a Category 1 Settlement and the identification of East Grinstead as one such town, it is considered that a range of appropriate sites within the existing settlement should be positively identified to meet future housing and development needs. Such appropriate sites within the existing settlement should be prioritised and brought forward in the short term in advance of more strategic greenfield proposals/allocations.</p>				

<b>687</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Copperwood Developments	<b>Developer</b>
<b>Reference:</b> Reg18/687/2				
We submit that the Site Allocations DPD as currently drafted, is unsound, on the basis that it doesn't identify sufficient sites for development to meet the need, particularly those already identified as suitable for housing development (through the development control process).				

<b>682</b>	<b>Mr P Emms</b>	<b>Organisation:</b> Gladman	<b>Behalf Of:</b>	<b>Developer</b>
<b>Reference:</b> Reg18/682/4				
<p>Gladman are concerned that the housing requirement will not be sufficient to meet the needs of the district over the plan period. Whilst it is noted that the policy allocates a number of sites from a variety of sources, we believe further allocations are needed to ensure a flexible and responsive supply of housing land is available over the course of the plan period, as a contingency. To support the Government's continued objective of significantly boosting the supply of homes, the Plan will need to be supported by a sufficient amount and variety of suitable sites that can come forward where they are needed to ensure that needs of groups with specific housing requirements are addressed and land with permission is developed without unnecessary delay.</p> <p>It is important that the Plan provides a flexible approach and ensures that a wide range of sites, site sizes and locations are identified to provide for all aspects of the housebuilding industry to deliver identified housing needs. It is concerning that a number of housing sites identified are located on PDL and/or require improvements to existing infrastructure which might affect the viability of schemes and their anticipated delivery.</p> <p>It is also unclear how a proportion of residential development will be delivered on previously developed land and we reiterate the fact that these types of development could be delayed due to the complexities on site which need to be rectified before development commences. This reinforces the need for an appropriate review mechanism given the quantum of previously developed land identified in the Council's housing supply.</p> <p>Critical to the success of the MSSA it is essential that the document identifies sufficient land to ensure the full needs for housing and employment are met in the areas that people want to live and work.</p> <p>For the reasons outlined through this response, Gladman believes further allocations are required to ensure the District's housing needs are met in full. In addition, an appropriate trigger mechanism is required to ensure any remedial action will be taken should monitoring indicate that the Plan is not enabling the level of development that is required to meet the housing and economic needs of the area.</p>				

<b>700</b>	<b>Mr C Reynolds</b>	<b>Organisation:</b> Hallam Land Management	<b>Behalf Of:</b> Hyde Estate	<b>Developer</b>
<b>Reference:</b> Reg18/700/2				
we believe that the Council should take into consideration potential future unmet need (beyond what was considered in the District Plan) from neighbouring authorities at this stage, instead of waiting for the District Plan Review starting in 2021 (Policy DP5 – Planning to Meet Future Housing Need) to ensure the Plan is robust and addresses the OAHN across the Housing Market Area (HMA).				

694	Mr A Ross	Organisation:	JLL	Behalf Of:	Anstone Developments	Developer
Reference: Reg18/694/2						
It is our contention that the SADPD will not meet the minimum requirements for housing delivery as envisaged by the DP. Therefore, the SADPD is unsound.						

791	Ms J Ashton	Organisation:	Judith Ashton Associates	Behalf Of:	Wates - West Crawley Down	Developer
Reference: Reg18/791/10						
To conclude, we believe the scale of growth proposed in policy SA10 of the Reg 18 Plan provides for limited flexibility and does not reflect the spatial strategy set out in the adopted Local Plan. The level of growth directed to category 2 settlements in policy SA11 of the Reg 18 Plan is significantly short of that proposed in the adopted Local Pan, and there is a clear miss-match between what is said to be the minimum residual requirement for each settlement category in policy SA10 and what is actually allocated in policy SA11. These discrepancies need to be resolved and additional sites such as the land west of Turners Hill Road, Crawley Down allocated to help address this matter.						
We would also request that the Reg 19 Plan includes a housing trajectory to demonstrate when the sites identified as proposed allocations in the Reg 18 Plan are to be delivered, and where they are included in the 5-year housing land supply, evidence is provided to show that said sites are deliverable and can be included in the 5-year housing land supply.						



Reference: Reg18/677/3

The Standard Method local housing need figure would have no immediate impact on the District’s housing target. The adopted target (Policy DP4) is not more than five-years old and therefore in accordance with Paragraph 73 of the NPPF (2019) it should be used to assess whether the Council can demonstrate a 5YHLS or not. However, in 2023 (i.e. five years from the adoption of the District Plan) unless a review of the District Plan (2018) housing requirement had been undertaken and found not to need updating, the Standard Method figure would be used to assess whether the Council could demonstrate a rolling five-year housing supply. Of course, were a review of the adopted District Plan prepared with updated housing targets, said housing target would need to be based on the Standard Method assessed local housing need.

Therefore, hypothetically, the Standard Method figure could be applied from 2023/24: in effect bringing the stepped requirement early by a year as demonstrated in Table 3.2. While hypothetical, the Council should be considering how the Standard Method could impact the five-year requirement in future years now with a likely higher local housing need figure.

Taking into account completions and identified supply, the Council considers that it can currently demonstrate a deliverable and developable supply of 14,883 units. Against a basic requirement of 16,390 units there is a residual need to identify land to deliver a minimum of 1,507 units<sup>18</sup>. To meet and exceed this minimum figure, the draft Sites Allocation DPD (2019) proposes the allocation of 22 sites that would deliver a total of 1,962 units within the plan-period. The Council’s total supply is therefore considered to be 16,845 units

However, from our review set out below this figure is likely an over estimation of the true deliverable and developable supply within the District. To be effective, additional sites should be allocated to meeting housing needs across the plan-period. Moreover, the Council has only identified a surplus of 445 units that equates to 2.8% of the overall supply. The supply position is therefore more susceptible to rapid change if delivery from key sites stalls or slows.

As aforementioned, no trajectory of the expected delivery from these sites has been published. However, based upon the individual site policies (SA12 to SA33) it is possible to split the expected delivery from the allocations into two timeframes:

- 455-units are expected from 11 sites will be delivered in years ‘1 to 5’; and
- 1,507-units are expected from the remaining 11 sites in years ‘6 to 10’.

4.16 It is unclear whether the sites are expected to start or complete during these periods. It is also unclear as to the exact years ‘1 to 5’ and ‘6 to 10’ relate to in terms of the current plan-period.

4.17 The proposed allocations expected to (at least) start delivery within the first five years would need be demonstrated as ‘deliverable’ in accordance with the NPPF (2019) definition at a future examination<sup>23</sup>.

From the next five-year assessment onwards, the higher stepped requirement will begin to take effect and increase the basic five-year requirement from 4,380 in the current assessment to 5,450 by 2024: a 1,070-unit increase.

Applying a 20% buffer to the current stated 5YHLS position would reduce the Council’s stated supply to 5.17 years. With our amends to the supply<sup>26</sup>, the supply would be 4.20 years. As the requirement figure increases, the pressure grows commensurately. The council should be considering the potential impact of a 20% and planning for this now given the current failure to meet the lower stepped housing requirement and the increasing threshold in the HDT.

In the context that the rolling five-year requirement is set to increase, only 455-units is expected to be delivered early from new allocations. While there is no trajectory to existing commitments beyond the current five-year period, given the increasing requirement and in the context of failing to meet current housing needs its likely more sites that can deliver quickly will be required.

With all of the above taken together, it is clear that given the lack of flexibility in the supply identified and the increasing rolling five-year housing requirement the existing and proposed supply will be unlikely to both meet overall planned for housing requirements and ensure a rolling 5YHLS in years to come. It is therefore quite clear that additional sites need to be allocated.

Fairfax supports the preparation of a ‘Sites Allocations’ plan that will ensure a rolling 5YHLS and meet overall housing requirements to the end of the current plan-period. However, the additional 22 sites proposed are not considered sufficient to fulfil that requirement, based upon this review. The current proposal only seeks to provide a surplus of 455 units to the end of the plan-period or

a 2.8% buffer. The draft Sites Allocations DPD (2019) in combination with existing commitments cannot provide the sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).

699	Mr H Asson	Organisation: Rapleys	Behalf Of: Horsted Keynes LLP	Developer
Reference: Reg18/699/2				

Based on these figures, the District has an accumulated undersupply of 701 dwellings over the first six years of the Plan period, and there appears to be a significant issue with completions failing to meet the anticipated rate of delivery. This needs to be addressed in the Site Allocations DPD, especially with regard to the revised definition of deliverability within the NPPF.

It is considered extremely unlikely that the Site Allocation document will be adopted in 2020 as anticipated by policy. Based on past experience, adoption is expected no sooner than mid-2021.

Considering this delay, it is also probable that the Local Plan review will come forward later than expected. If the delay is a similar to that facing the Site Allocations Plan, adoption by 2025 is unlikely.

The District Plan, and its housing target, will become out of date in March 2023. MSDC’s annual housing requirement will increase from 876 units to (as currently calculated) 1,000 units. In addition to this, it may be necessary to consider meeting an increased quantity of Crawley’s unmet need beyond the 214 dpa currently provided for in the District Plan.

As currently drafted, the Site Allocations DPD will be unable to provide for the District’s housing requirement two years after the earliest considered date of adoption.

The purpose of the SADPD is to implement the strategy laid out within the District Plan. However, the housing target within that document will be out of date by March 2023, and the housing figure as fixed by the Standard Method will be considerably higher after this date.

Not only this, but as the number of completions in previous years indicates that there is a problem with deliverability that needs to be addressed.

The SADPD fails to consider both these factors. In the interest of sound planning the document should recognise the future rise in the housing requirement, and the past failure to meet the current target as set by the District Plan.

Reference: Reg18/744/2

In order to meet this increase, delivery of housing will need to increase through the site allocations both within the District Plan and within the is Site Allocations DPD.

Given the need for further Site Allocations to meet the identified need for dwellings highlighted in the District Plan, and the need to ensure that a robust 5 year housing land supply is in place, it is acknowledged that MSDC have sought to consult on a DPD that seeks to exceed the minimum target set out (supplying 1,962 units against a purported need of 1,507). This is in order to ensure that the District Plan, Five Year Housing Land Supply, Housing Delivery Test, and the Site Allocations DPD all remain robust over time.

However, it is inevitable that there will be a level of attrition of sites through the consultation process, with sites dropping out prior to the Site Allocations DPD being adopted. Therefore in order to ensure that the provision of sites remains robust and flexible, additional sites should be included that will ensure that the volume of housing delivery required is achieved with a suitable buffer in order to ensure flexibility in delivery.

Lichfields set out in their report that the 22 sites proposed to be allocated in the DPD are not considered sufficient to fulfil the District’s housing requirement. The consultation draft of the DPD only seeks to provide a surplus of 455 units to the end of the plan-period or a 2.8% buffer. The DPD in combination with existing commitments cannot provide the sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).

Given MSDC’s aim to distribute development evenly across all settlement categories, the lack housing sites allocated to Category 3 settlements seems unbalanced and without adequate reason, given the need to ensure an even distribution of development across the District. This has not occurred, and consequently in order to ensure that settlements are not overloaded with more development than they can sensibly cater for, we contend that the allocation of sites should be revisited.

Further, the residual need figures being required in all category settlements are only correct when the residual minimum requirement for housing is considered. These figures do not include any buffer that will ensure that the DPD has sufficient flexibility in the event of any delays in bringing any of the sites forward.

MSDC need to ensure that a suitable range of sites, of varying sizes and scales, are allocated in the Site Allocations DPD to ensure the delivery of a sufficient number of new homes and ensure that the volume of housing delivery required is achieved, so as to ensure that they are in a robust position when measured against five year housing land supply or the Housing Delivery Test. MSDC need to ensure that the Site Allocations DPD is able to meet the demands on it both in terms of providing for the determined minimum need but also delivering at a sufficient rate.

Through distributing housing proportionally across the differing settlement categories, and across the settlements within those individual categories, MSDC can ensure that the Site Allocations DPD provides a sufficient number of homes in a manner that is manageable for local communities and will not result in local services and facilities being unable to cope.

<b>743</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning	<b>Behalf Of:</b> Fairfax - various	<b>Developer</b>
<b>Reference:</b> Reg18/743/12				
<p>Lichfields set out in their report that the 22 sites proposed to be allocated in the DPD are not considered sufficient to fulfil the District's housing requirement. The consultation draft of the DPD only seeks to provide a surplus of 455 units to the end of the plan-period or a 2.8% buffer. The DPD in combination with existing commitments cannot provide the sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).</p> <p>Given MSDC's aim to distribute development evenly across all settlement categories, the lack housing sites allocated to Category 3 settlements seems unbalanced and without adequate reason, given the need to ensure an even distribution of development across the District. This has not occurred, and consequently in order to ensure that settlements are not overloaded with more development than they can sensibly cater for, we contend that the allocation of sites should be revisited.</p>				

<b>652</b>	<b>Mr T Rodway</b>	<b>Organisation:</b> Rodway Planning consultancy	<b>Behalf Of:</b> Benfell Limited	<b>Developer</b>
<b>Reference:</b> Reg18/652/2				
<p>It is inevitable that there will be a level of attrition of sites through the consultation process, with sites dropping out prior to the Site Allocations DPD being adopted. Therefore in order to ensure that the provision of sites remains robust and flexible, additional sites should be included that will ensure that the volume of housing delivery required is achieved with a suitable buffer in order to ensure flexibility in delivery.</p> <p>On behalf of Benfell Limited, we contend that the 22 sites proposed to be allocated in the DPD are considered insufficient to fulfil the District's housing requirement. The consultation draft of the DPD only seeks to provide a surplus of 455 units to the end of the plan-period or a 2.8% buffer. The DPD in combination with existing commitments cannot provide the sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).</p> <p>If delivery did not occur as anticipated from key large sites and the proposed allocations, then given the lack of flexibility, the Council is likely to be found not to have a 5YHLS. If this did occur, then unplanned for development would be more likely given Paragraph 11(d) of the NPPF (2019) will be engaged. Failing to plan for this now would be against the plan-led approach. On this basis, it is therefore considered that the current strategy is unlikely to be deliverable, is not effective, and is unlikely to be found sound.</p> <p>In order to be genuinely plan-led and ensure that the Sites Allocation DPD is effective, the Council should seek additional allocations now through the plan-making process to provide an additional supply buffer to take account of the key need and supply issues identified. In particular, sites will need to come forward in the short term to take account of the Northern Arc site likely delivering later than anticipated as well as to overcome an existing backlog in supply. Additional feasibility evidence for the proposed allocation sites and additional allocations will need to be prepared to ensure the plan is justified. Additional allocations will also ensure the plan is positively prepared to meet minimum housing identified housing needs including the unmet needs of the housing market area more generally.</p>				

787	Mr G Wilson	Organisation:	Savills	Behalf Of:	Trustees Walstead Grange	Developer
Reference: Reg18/787/4						
<p>The allocation of land at Walstead Grange as an additional site allocation in the Site Allocations DPD would give MSDC a plan that contained a higher proposed level of development. However, it would be prudent to adopt this position as there may be some sites that do not progress to the adopted DPD. Therefore the greater the number of housing sites and volume of delivery provided in the DPD, the greater the degree of flexibility intrinsic within the plan as there will be a greater degree of flexibility provided through differing types and locations of allocated housing sites being developed across the District at varying timescales. Ultimately this will ensure that the District Plan, Five Year Housing Land Supply, Housing Delivery Test, and the Site Allocations DPD all have the potential to remain robust over time.</p>						

697	Mr D Barnes	Organisation:	Star Planning	Behalf Of:	Wellbeck -Handcross	Developer
Reference: Reg18/697/3						
<p>To rectify the shortfall in housing provision, especially because of the strategic site at North and North West Burgess Hill, and ensure it will be justified and effective, the DPD should identify additional housing allocations for at least 900 dwellings based upon the spatial strategy and settlement hierarchy. This is Welbeck’s clear preference. At the very least, reserved housing sites which would come forward in the event that either North and North West Burgess Hill is demonstrated to be incapable of delivering 3,827 dwellings during the plan period or there are delays in the delivery of other sites. The latter approach of reserve sites goes back to the concept of plan, monitor and manage with a suitable policy in the DPD to trigger the release of reserve sites for development in the event they are required based upon the Housing Delivery Test data.</p>						

Reference: Reg18/757/2

Objection is made to the Regulation 18 draft plan on the basis that the Site Allocations DPD fails to identify a sufficient number of sites in order to be likely to deliver the residual housing requirement established under District Plan DP4. This should be remedied at Regulation 19 stage by the identification of more otherwise acceptable sites.

The Site Allocations DPD proposes to meet the residual requirement through the allocation of just 22 further sites. This runs a significant risk. The strategic sites identified in the District Plan are themselves relatively small in number, and that approach is already proving to be problematic in terms of housing delivery (see section 5 below). One of the potential advantages of preparing a Site Allocations DPD after a period of monitoring progress with strategic sites is the ability to balance the positive benefits that larger strategic allocations can produce with the greater predictability that smaller site allocations can provide. However, the potential advantages are significantly compromised by the Regulation 18 approach as the sites proposed for identification are insufficient in number to adequately compensate for the over-reliance of the District Plan on a small number of larger sites. Whilst it is acknowledged that the SADPD identifies sites with more than sufficient capacity to meet the residual requirement (assuming for the time being that the increased reliance on windfalls is acceptable), the limited number of sites nevertheless places the overall level of delivery at risk, given that the relationship with the District Plan is not effectively balanced. Nor is there evidence that the approach established under DP6 to support the release of small sites is helping to re-address that balance.

The District Plan’s strategic sites are very unlikely to meet the anticipated target numbers within the Plan period. As a result, there is a strong case for the identification of additional provision through further site identification through the SADPD (rather than reliance on an increased level of windfalls). This should be addressed by further site identification at the Regulation 19 stage. The District Plan includes strategic site allocations at Burgess Hill, Hassocks and Pease Pottage, totalling 5,080 units. Of this total, 4,867 are expected to be delivered during the plan period to 2031. There are however already signs that this trajectory will not be met.

At Burgess Hill, outline planning permission has only very recently been granted for the Northern Arc scheme, and then for 3,040 dwellings rather than the 3,500 contemplated in the District Plan strategic allocation. The Council’s Housing Land Supply Position Statement, produced in July 2019 nevertheless anticipated completions to begin in 2021/22. Given that the recent permission (DM/18/5114) is in outline only and that reserved matters and/or discharge of conditions applications have yet to be submitted, completion of any units in a little over 12 months seems very unlikely. Delivery is expected to reach 156 dwellings per annum by 2023/2024 but even at that rate, the level of provision originally anticipated within the Plan period will not be reached.

At Hassocks, an outline application for 500 units has been presented to MSDC but remains undetermined, with no committee date yet fixed. Again, the July 2019 HLS Position Statement assumes first completions in 2021/22. This site is far less complex than the Northern Arc scheme, but this start date remains ambitious. The site ought to provide 50 dwellings per annum once commenced as suggested in the Position Statement.

<b>685</b>	<b>Mr C Noel</b>	<b>Organisation:</b>	Strutt and Parker	<b>Behalf Of:</b>	Welbeck at Crawley Down	<b>Developer</b>
<b>Reference:</b> Reg18/685/3						
<p>The spatial strategy and settlement hierarchy are elements that are set by the District Plan, and the focus on Category 1 and Category 2 settlements in the Regulation 18 SADPD therefore accords with the strategy. The proposed allocations in Category 1 settlements provide an appropriate response. However, concerns are raised on the basis that the Site Allocations DPD could identify more sites (in numeric terms) in order to be likely to deliver the residual housing requirement established under District Plan DP4. This should be remedied at Regulation 19 stage by the identification of more otherwise acceptable sites.</p> <p>The Site Allocation DPD proposes to meet the residual requirement through the allocation of just 22 further sites. This runs a significant risk. The Strategic Sites identified in the District Plan are themselves relatively small in number, and that approach is already proving to be problematic in terms of housing delivery (see section 5 below). One of the potential advantages of preparing a Site Allocations DPD after a period of monitoring progress with strategic sites is the ability to balance the positive benefits that larger strategic allocations can produce with the greater predictability that smaller site allocations can provide. However, the potential advantages are significantly compromised by the Regulation 18 approach as the sites proposed for identification are insufficient in number to adequately compensate for the over-reliance of the District Plan on a small number of larger sites. Whilst it is acknowledged that the SADPD identifies sites with more than sufficient capacity to meet the residual requirement (assuming for the time being that the increased reliance on windfalls is acceptable), the limited number of sites nevertheless places the overall level of delivery at risk, given that the relationship with the District Plan is not effectively balanced. Nor is there evidence that the approach established under DP6 to support the release of small sites is helping to re-address that balance.</p> <p>The District Plan's strategic sites are very unlikely to meet the anticipated target numbers within the Plan period. As a result, there is a strong case for the identification of additional provision through further site identification through the SADPD (rather than reliance on an increased level of windfalls). This should be addressed by further site identification at the Regulation 19 stage.</p>						

<b>766</b>	<b>Mr C Morris</b>	<b>Organisation:</b>	Sustain Design	<b>Behalf Of:</b>	The Paddocks Lewes Road AW	<b>Developer</b>
<b>Reference:</b> Reg18/766/2						
<p>Policy SA10 sets out the spatial distribution of housing between the settlement categories with a total of 840 homes allocated to Category 1, and the remaining required shared amongst Categories 2-4. This allocation target provides the required 1,507 total homes without over allocation.</p> <p>However, under SA11 this allocation has jumped hugely to an allocation of 1,412 homes (68%) under Category 1 alone, putting the total allocation at 1,962 homes. This huge overprovision seems to be largely due to an allocation across two sites (SA19 and SA20) located in East Grinstead.</p> <p>A provision of this size in East Grinstead, with the widely acknowledged issues of traffic at the junctions of the A22 with both Imberhorne Lane and the Copthorne Road (A264), would cause an undue and highly negative impact on the immediate Imberhorne neighbourhood and the wider area of East Grinstead. These two junctions would be required to serve the full complement of the additional 750 homes allocated across SA19 and SA20. With the junction to Imberhorne Lane also serving Imberhorne Secondary School this would result in incredibly high levels of traffic around rush hour in the morning and evening and a particularly dangerous increase in traffic at school drop off and collection. This would come from traffic from the new development added on top of the existing traffic flows at these times.</p> <p>The junctions mentioned are simply not capable of dealing with traffic flows of this magnitude efficiently.</p>						

Reference: Reg18/747/6

However in combination the sites referred to above collectively represent 771 dwellings which could be considered as commitments between 2014 – 2031. Against the minimum expectation in the MSDP (929) that represents a shortfall of 158 dwellings. Against the minimum expectation in the draft SADPD (971) that represents a shortfall of 200 dwellings. We have been unable to find the details of sites which are capable of providing the balance of housing required to meet those minimum expectations.

We have been unable to find any evidence within the documents published to support the SADPD (or indeed the MSDP) to establish how the minimum requirements referred to above are to be accommodated.

As it stands, the evidence appears to indicate a shortfall of housing to deliver the requirements at Pease Pottage as envisaged in the MSDP / SADPD.

The site promoted by A2D on the land to the north west of Pease Pottage is capable of providing a meaningful contribution to addressing that shortfall against the MSDP / SADPD in a sustainable, accessible and unconstrained area. Furthermore, accommodating development in this area provides additional housing in the key strategic part of Mid Sussex in close and accessible proximity to the main urban area, and highly sustainable settlement of Crawley as well as being in an accessible location to Gatwick Airport (including using public transport services).



657

Mr J Thomas

Organisation:DHApPlanning

Behalf Of:Option Two Development LTD

Developer

Reference: Reg18/657/3

Our view is that the Council have applied an optimistic trajectory for the delivery of development associated with Burgess Hill.

Indeed, at the time of writing no Reserved Matters applications have been submitted. Therefore, for development to commence before April 2021 the Reserved Matters would need to be prepared, submitted and approved in less than 18 months. Further, the level of supporting infrastructure that needs to be delivered up front is significant.

To emphasise our concerns we would draw the Council’s attention to the 2016 document published by Nathaniel Lichfield’s and Partners (NLP) - ‘Start to Finish: How Quickly do Large-Scale Housing Sites Deliver’, which provides evidence pertaining to the speed and rate of delivery of large-scale housing, based on a large number of sites across England and Wales. In terms of the planning approval period, for larger scale sites (2,000 + homes) this is around 6 years.

Reference: Reg18/677/1

Based upon existing commitments and allocations, there is not sufficient supply to meet overall housing need in the District across the Plan-Period. Policy DP4 of the adopted

In this context, we have undertaken a review of the key 'Northern Arc' site, other existing large commitments in the current 5YHLS trajectory, and the 22 proposed allocations in the draft Sites Allocations DPD (2019). This provides an overview as to whether the supply figure is both realistic and sufficient to meet housing needs.

Northern Arc, Burgess Hill

The Northern Arc is a major strategic development site being promoted by Homes England. When the District Plan (2018) was adopted, it was anticipated that the whole site totalling 3,500-units would deliver in the plan-period. This is made up of 3,040-units being promoted on the Homes England site that recently received planning permission in October 2019 alongside a 460-unit scheme at 'Land west of Freeks Lane' known as 'Freaks Farm' 21 being promoted by Countryside Properties. However, work by Council officers has now concluded that only 2,787-units would be delivered within the plan-period with the remaining 713-units being delivered beyond 2031/22.

Given that the Council's APS (July 2019) identifies the Freeks Farm development is set to record completions in 2020, on this basis would complete well within the plan-period. Even if it delivered a few years later it still would deliver within the plan-period comfortably. It would therefore appear that the reduction in supply is from the Homes England portion of the strategic site: i.e. the 2,787-total delivery in the plan-period is 2,327 units from the Homes England site plus 460 units at Freeks Farm.

Given no trajectory has been published we are unsure whether the delivery for the Homes England site has been pushed back and/or whether the Council now expects delivery at a slower rate. In either case, despite the reduction, the strategic allocation is still expected by the Council to deliver a significant 2,327-units in the current plan-period: or 13.8% of the total identified supply. Reliable delivery from this site will therefore prove crucial for the Council to demonstrate a rolling 5YHLS in years to come. However, the delivery from this site in the plan-period remains unclear and unsubstantiated.

In the Mid-Sussex APS (2019) trajectory, it was expected that Phase 1 of the Homes England site would start recording completions from 2021/22: i.e. within the current five-year period. However, whilst outline permission has now been granted there is a considerable amount of work required to undertake more detailed site assessment work, prepare reserved matters applications, prepare infrastructure, sell phases to house builders (Homes England is not considered to be likely to build homes itself), and ultimately deliver units for sale. No evidence is in place to show how this will be achieved; and the material accompanying the planning application for the Northern Arc is out of date – albeit it did suggest there would be a need for a Joint Venture to be formed prior to any development taking place.

From our deliverability review of the council's current five-year housing trajectory there are several sites where the delivery and/or lead-in times appear at variance with the norm for similar sites. This review is fully detailed at Appendix 1. In summary, the delivery from the following sites should be considered at risk based on 'Start to Finish' averages:

- Freeks Farm (SHLAA ID: 969) (460 units): this site forms part of the wider 'Northern Arc' site. Based on Start to Finish averages and the council's own evidence, the development may deliver later and at a slower rate than envisaged, albeit it would likely come forward within the plan period;
- Hardriding Farm, Pease Pottage Phase 3 (SHLAA ID: 666) (200 units in phase): based on Start to Finish averages – and absent clear evidence to explain its advanced trajectory - the development may deliver at a slower rate; and
- Land north of Clayton Mills, Hassocks (SHLAA ID: 753) (500 units): based on Start to Finish averages, the development may deliver later and at a slower rate than envisaged.

From this review, the delivery from these four sites, in particular, appears to be based on overly optimistic lead-in times and delivery rates than that which would be expected from similarly sized sites as detailed in 'Start to Finish'. Our review does not claim that these sites will not come forward in the plan-period, but if delivery was delayed and/or came forward at a slower rate, additional sites would be required to make up the shortfall. These examples serve to highlight that achieving the Council's requirement for a rolling five-year supply is fragile.

<b>684</b>	<b>Mr C Noel</b>	<b>Organisation:</b> Strutt and Parker	<b>Behalf Of:</b> Paddockhurst Estate Turners Hill	<b>Promoter</b>
<b>Reference:</b> Reg18/684/5				

The SADPD places significantly greater reliance on windfall sites than the District Plan, without providing suitable evidence to support the assumptions made. The Council is therefore encouraged to rely less on non-identified sources of housing growth (which by their nature are unpredictable in relation to the realisation of the spatial strategy) and to plan more effectively by identifying additional sites for allocation in the Regulation 19 version of the SADPD.

Strutt & Parker has produced a separate paper analysing the justification for this approach. A copy is provided as Appendix A to these representations. The conclusions of the analysis are that: The extension of the qualifying sites to include those with a capacity of up to 9 units risks double-counting of sites identified in one of the many neighbourhood plans in the District; The Council's latest assessment relies on evidence produced over a short period of time in a relatively buoyant housing market; Evidence of delays in achieving the anticipated housing trajectory from strategic sites is likely to result in a significant deficit against the housing requirement later in the Plan period. The windfall allowance should be reduced, and further sites allocated through the SADPD process instead.

There are a number of potential implications from over-reliance on windfalls. Not only is the spatial strategy put at risk (there being a reduced ability to steer the quantity of development to locations consistent with the District Plan's strategy), the potential benefits arising from site allocation policies themselves are also much reduced. In particular, the likely quantum of affordable housing delivery is put at greater risk given that windfall sites are much less likely to deliver affordable provision. In addition, site-specific infrastructure requirements are more readily made out in policies supporting the delivery of allocated sites, meaning that generally speaking greater public benefit can be anticipated in Plans where a higher proportion of the number of dwellings targeted are to be provided on sites specifically allocated in Local Plans.

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b> Cuckfield Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b> Reg18/726/1				

The number of additional dwellings attributed to windfalls is inconsistent with evidence. The windfalls contribution of 588 dwellings shown in Table 2.3 significantly under-represents the supply of housing which is likely to be derived from this source over the plan period.

It is therefore clear that the windfall allowance shown in Policy SA10 (Table 2.3) is not justified. A contribution of 972 dwellings from small windfall sites (up to 9 dwellings) and 500 from large windfall sites is entirely justified by the evidence. The allowance for windfall development within Policy SA10 Housing (Table 2.3) should be increased to 1472 dwellings from the current 588 dwellings.

<b>1390</b>	<b>Senior Planner T Davies</b>	<b>Organisation:</b> Planning Potential	<b>Behalf Of:</b> Welbeck Strategic Land II LLP	<b>Organisation</b>
<b>Reference:</b> Reg18/1390/2				

Our client is supportive of the Site Allocations Development Plan Document (SADPD) proposing to allocate 1,962 homes against a minimum requirement of 1,507. However, we consider that the Council have an over reliance on Windfall Sites. Mid Sussex's Windfall allowance is set out in the 2018 District Plan, which allows for 45 Dwellings Per Annum (DPA), however this has increased to 84 DPA in the draft SADPD, which is almost double. We are aware that the National Planning Policy Framework 2019 (NPPF) at paragraph 70 allows for Windfall Sites, where the allowance is realistic having regard to historic delivery rates. However, the Council's Windfall allowance is based on past delivery rates for 5 years, which is not considered compelling evidence to warrant an almost doubling of the yearly allowance for Windfall sites. In any case, rather than relying on Windfall sites the Council should be more proactive and seek to allocate more residential sites to significantly boost the supply of housing in accordance with Paragraph 59 of the NPPF and to strengthen the Council's 5-year housing land supply.

<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/3				
<p>Whilst the definition of “windfall sites” has been ‘tweaked’ in the NPPF 2019, the previous definition did not preclude greenfield sites being counted. The Council’s now proposed approach doubles the windfall allowance, only a year on from the adoption of the Local Plan when a higher figure was not considered justified and the planning policy background has not materially changed.</p> <p>The Council’s approach, also potentially double counts housing already planned for in Neighbourhood Plans and is already accounted for in terms of overall housing numbers, as set out in the housing delivery table in the Adopted Local Plan (pg 37).</p>				
<b>687</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Copperwood Developments	<b>Developer</b>
<b>Reference:</b> Reg18/687/3				
<p>The Council currently place too heavy a reliance of windfall development, also allocating sites which could come forwards as windfall development.</p> <p>Policy SA11 and SA33 identify the land at Ansty Cross garage (Ansty) for residential development of 12 dwellings. This is a brownfield site, the majority of which is within the development boundary and as such development of the site would already be supported by existing District Plan policy and would be considered a ‘windfall’ site. The Council cannot have it both ways, the reliance on windfall development can not be increased whilst also seeking to allocate those sites which would be categorised as windfall, this results in double counting which would be unjustified and therefore unsound. The NPPF supports an allowance for windfall sites as part of anticipated supply, however, this should be realistic having regard not only for past trends but also future trends. If sites such as this have come forward as part of historic trends, then they should not be counted moving forwards where they are proposed for site allocation.</p>				
<b>791</b>	<b>Ms J Ashton</b>	<b>Organisation:</b> Judith Ashton Associates	<b>Behalf Of:</b> Wates - West Crawley Down	<b>Developer</b>
<b>Reference:</b> Reg18/791/4				
<p>Similarly, we would question what evidence MSDC have to justify increasing the windfall allowance to 588 dwellings over the remaining plan period. Paragraph 70 of the NPPF is clear that: “Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends....”. We have seen no evidence to this effect and as such believe the figure should remain 450 dwellings and that additional sites should be allocated to address the shortfall.</p>				

705	Mr O Bell	Organisation: Nexus Planning	Behalf Of: Miller Homes - Lewes Road HH	Developer
<b>Reference:</b> Reg18/705/3				
<p>Table 2.3 outlines a windfall allowance of 588 dwellings. This represents an increase of 138 dwellings against the windfall allowance assumed within the District Plan. Paragraph 2.24 of the Site Allocations DPD indicates that this increase is to “reflect changes in national policy and District Plan Policy DP6 that supports development of up to 9 dwellings that are contiguous to existing Settlement Boundaries and based on past performance”. However, the wording of Policy DP6 of the District Plan was of course known at the time of agreeing the current windfall allowance and therefore a change could only be justified through the availability of new evidence since the adoption of the District Plan. Paragraph 70 of the NPPF sets out that “compelling evidence” must exist to support a windfall allowance however no such information exists. Indeed, it is not considered this test could be met in such a short space of time following the adoption of the District Plan.</p> <p>9. Accordingly, the windfall allowance should be reduced back to the figure agreed in the District Plan – 450 dwellings, and further allocations identified to address this shortfall of 138 dwellings, starting with the Category 1 settlements.</p>				
697	Mr D Barnes	Organisation: Star Planning	Behalf Of: Wellbeck -Handcross	Developer
<b>Reference:</b> Reg18/697/2				
<p>The importance of looking realistic assumptions about delivery of new homes on allocated sites is heightened by an over reliance on windfall sites. This reliance has been increased from 45 to 85 dwellings per annum between the District Plan and this DPD. A more proactive approach to site allocations should be adopted to reduce the reliance and revert back to 45 dwellings per annum on windfall sites. Within the housing need only being a minimum requirement, there is nothing which would require the housing provision in Mid Sussex District to be curtailed or restricted if the windfall provision did consistently achieve 85 dwellings per annum.</p>				
685	Mr C Noel	Organisation: Strutt and Parker	Behalf Of: Welbeck at Crawley Down	Developer
<b>Reference:</b> Reg18/685/4				
<p>The SADPD places significantly greater reliance on windfall sites than the District Plan, without providing suitable evidence to support the assumptions made. The Council is therefore encouraged to rely less on non-identified sources of housing growth (which by their nature are unpredictable in relation to the realisation of the spatial strategy) and to plan more effectively by identifying additional sites for allocation in the Regulation 19 version of the SADPD.</p> <p>The conclusions of the analysis are that:</p> <p>The extension of the qualifying sites to include those with a capacity of up to 9 units risks double-counting of sites identified in one of the many neighbourhood plans in the District;</p> <p>The Council’s latest assessment relies on evidence produced over a short period of time in a relatively buoyant housing market;Home Builders’ Federation (2007);</p> <p>Evidence of delays in achieving the anticipated housing trajectory from strategic sites is likely to result in a significant deficit against the housing requirement later in the Plan period;</p> <p>The windfall allowance should be reduced, and further sites allocated through the SADPD process instead.</p> <p>There are a number of potential implications from over-reliance on windfalls. Not only is the spatial strategy put at risk (there being a reduced ability to steer the quantity of development to locations consistent with the District Plan’s strategy), the potential benefits arising from site allocation policies themselves are also much reduced. In particular, the likely quantum of affordable housing delivery is put at greater risk given that windfall sites are much less likely to deliver affordable provision. In addition, site-specific infrastructure requirements are more readily made out in policies supporting the delivery of allocated sites, meaning that generally speaking greater public benefit can be anticipated in Plans where a higher proportion of the number of dwellings targeted are to be provided on sites specifically allocated in Local Plans.</p>				

The SADPD places significantly greater reliance on windfall sites than the District Plan, without providing suitable evidence to support the assumptions made. The Council is therefore encouraged to rely less on non-identified sources of housing growth (which by their nature are unpredictable in relation to the realisation of the spatial strategy) and to plan more effectively by identifying additional sites for allocation in the Regulation 19 version of the SADPD.

Strutt & Parker has produced a separate paper analysing the justification for this approach. A copy is provided as Appendix B to these representations. The conclusions of the analysis are that:

The extension of the qualifying sites to include those with a capacity of up to 9 units risks double-counting of sites identified in one of the many neighbourhood plans in the District;

The Council’s latest assessment relies on evidence produced over a short period of time in a relatively buoyant housing market;

Evidence of delays in achieving the anticipated housing trajectory from strategic sites is likely to result in a significant deficit against the housing requirement later in the Plan period;

The windfall allowance should be reduced, and further sites allocated through the SADPD process instead.

There are a number of potential implications from over-reliance on windfalls. Not only is the spatial strategy put at risk (there being a reduced ability to steer the quantity of development to locations consistent with the District Plan’s strategy), the potential benefits arising from site allocation policies themselves are also much reduced. In particular, the likely quantum of affordable housing delivery is put at greater risk given that windfall sites are much less likely to deliver affordable provision. In addition, site-specific infrastructure requirements are more readily made out in policies supporting the delivery of allocated sites, meaning that generally speaking greater public benefit can be anticipated in Plans where a higher proportion of the number of dwellings targeted are to be provided on sites specifically allocated in Local Plans. All these issues can be overcome by identifying more housing sites through the SADPD process.

## Employment Requirement / Supply

### General Objection

#### Comments Received: 6

- Notes that the employment figures have been updated in accordance with the method used for the District Plan, that additional need has been identified, and that there is an excess in supply identified to provide a buffer. This is supported. (Developer)
- Development for additional employment would be best sought from brownfield sites (Developer)
- Note that additional sites are located close to the Horsham boundary, therefore await further information in the emerging evidence base to assess any impacts (Horsham District Council)
- A broader spread of sites across the district would have been preferred as a strategy (Developer)

#### Actions to Address Comments:

- Additional sites put forward during the consultation period will be reviewed in a revised Site Selection Paper 4: Employment, subsequently appraised in the Sustainability Appraisal to assess their suitability for allocation.
- Continued liaison with neighbouring authorities regarding any potential cross-boundary impacts (none identified in the evidence to date).

691 Mr M Ruddock

Organisation: Pegasus Group

Behalf Of: Persimmon - South Folders Lane

Promoter

Reference: Reg18/691/8

As such, it is agreed that the Council applying a buffer to the residual requirement was entirely appropriate and necessary in order to ensure delivery of the Council's housing requirement. Without this buffer then any non-delivery, or even delay in delivery, of individual sites, which is inevitable to some extent over the Plan period, would have the potential to result in the Council not being able to achieve its housing requirements. The buffer of 112 dwellings provided by Option A would not be sufficient to address this risk, therefore additional sites were required. A buffer of 455 units as provided by allocating the three Burgess Hill sites is considered necessary in order to help ensure delivery of the Council's housing requirement. Furthermore, it is clear from the NPPF that the housing needs figure should be treated as a minimum, and as a result an increased buffer should not be resisted if further examination of likely delivery raises concerns. The approach as set out within the Sustainability Appraisal is therefore correct.

776 Ms S Heron

Organisation: Rydon

Behalf Of:

Promoter

Reference: Reg18/776/6

1.1 The Plan states that the remaining residual requirement from 2019 is 1507 units following updated completions, commitments and windfall figures. However, the total allocations in the Plan amount to 1962 dwellings – an additional 455 units. This confirms that the Plan is positively prepared and compliant with the Framework because :-

-The remaining residual requirement will include some housing that is already delivered.

-The District Plan housing target is a minimum figure and Government policy seeks to boost rather than cap housing provision.

-The allocation need to compensate for slow delivery from strategic allocations which may be delayed towards the latter end of the plan period to 2031, or even beyond

-The windfall figure has been increased but there is no compelling evidence that the level will continue to prevail.

-Adjoining local authorities at Brighton, Crawley and Tandridge are under-delivering on their housing requirements and will increasingly need assistance in meeting their housing requirements. Mid-Sussex is comparatively less constrained and should be anticipating being able to assist in addressing unmet need from adjoining authorities.

1.2 The overall supply from Table 2.3 is 16,845 dwellings which aims to exceed the District Housing requirement by 455 dwellings by the end of the Plan period, but there is bound to be slippage and the flexibility of a 2.7% over-provision is supported in principle. However, the figures are not precise and it is considered that this is still a fragile margin to compensate for non-delivery, particularly in the strategic housing allocations. The margin should be greater and a 10% non-delivery margin to extant planning consents and outstanding allocations is standard practice and should be applied. Furthermore, other than relying on historic rates of delivery on windfall sites, it is not clear and justified as to why the council has increased its windfall allowance from 450 to 588 over the plan period. An over provision is therefore justified and can be achieved by further allocations of sites that do not raise serious adverse impacts and are able to be confidently expected to deliver housing in the Plan period to compensate for non-delivery elsewhere.

1.3 The identification of further allocations to increase the Plan's robustness and flexibility would still be within reasonable parameters of consistency with the District Plan housing targets, which were in any event not fully meeting objectively assessed needs, particularly for affordable housing.



<b>748</b>	<b>Ms J Price</b>	<b>Organisation:</b> Sussex Wildlife Trust	<b>Behalf Of:</b>	<b>Statutory Consultee</b>
<b>Reference:</b> Reg18/748/3				
<p>Although the lack of ecological information available makes it very hard for SWT to assess the potential impact of any of the site allocations or the assessment of their suitability against the SA objectives, we are particularly concerned that additional sites that are not considered to be sustainable, namely SA12 and SA13.</p> <p>The addition of these two ‘marginal’ sites takes the number of units allocated within Category 1 settlements to 1412, this is 572 units above the minimum residual housing figure. This oversupply is not justified within the DPD or supporting evidence base. Removing these ‘marginal’ sites will still result in the DPD that delivers more than the minimum housing requirement in the lifetime of the local plan. We note that again the impacts on biodiversity for these sites are listed as unknown in the SA simply because no site specific ecological information has been assessed.</p>				

<b>726</b>	<b>Mr A Burtin</b>	<b>Organisation:</b> Cuckfield Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b> Reg18/726/3				
<p>Policy SA10 (Table 2.3) shows the new Site Allocations with a capacity of 1,962 dwellings. The residual need identified in Appendix B is 1,507 dwellings. The Regulation 18 Site Allocations DPD thus identifies sites with an excess capacity of 455 dwellings over the minimum requirement.</p>				

<b>625</b>	<b>Mrs J Nagy</b>	<b>Organisation:</b> Worth Parish Council	<b>Behalf Of:</b>	<b>Town &amp; Parish Council</b>
<b>Reference:</b> Reg18/625/7				
<p>The Parish Council notes that the superior performance of Option B over Option A arises from its ability to deliver significantly more new homes than the District Plan Minimum Requirement. The Parish Council believes that it is unnecessary to deliver significantly more new homes than the District Plan Minimum Requirement. The Parish Council proposes that the size of the ‘buffer’ should be reduced in part by the elimination of the Site 519 to address the points made in points 8 and 9 above.</p>				

<b>709</b>	<b>Mrs L Wilford</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Retirement Villages Developments	<b>Developer</b>
<b>Reference:</b> Reg18/709/2				
<p>Whilst it is acknowledged that the planned figure of 1,962 dwellings (as set out in SA DPD Policy SA10) is above the residual requirement of 1,507 (taking into current supply and commitments). The Council’s approach, leaves very limited flexibility should any sites be delayed or fail to come forward, leaving a buffer of just 477 dwellings (2.7%) over the total minimum requirement of 16,390 homes.</p>				

<b>682</b>	<b>Mr P Emms</b>	<b>Organisation:</b> Gladman	<b>Behalf Of:</b>	<b>Developer</b>
<b>Reference:</b> Reg18/682/5				
Gladman consider additional land should be identified and the inclusion of an appropriate buffer to be included on top of the housing requirement as it is unlikely that all of the sites in the Council's housing land supply will come forward as anticipated due to the complex nature of schemes as stated above.				
<b>791</b>	<b>Ms J Ashton</b>	<b>Organisation:</b> Judith Ashton Associates	<b>Behalf Of:</b> Wates - West Crawley Down	<b>Developer</b>
<b>Reference:</b> Reg18/791/3				
In addition to the above, we note that the total supply as set out in table 2.3 of policy SA10 is, at 16,845 dwellings, only 3% above the minimum requirement. This leaves very little flexibility to address any delays in sites coming forward or a reduced level of development being achieved on the strategic sites during the plan period (as evidenced by the Burgess Hill reduction). Para 11a of the NPPF is clear in the need for local planning authorities to 'positively seek opportunities to meet the development needs of their area' and to 'be sufficiently flexible to adapt to rapid change'. The lack of flexibility in the housing supply leads us to question whether the Reg 18 Plan complies with national policy.				
<b>677</b>	<b>Mr H Bennett</b>	<b>Organisation:</b> Lichfields	<b>Behalf Of:</b> Fairfax Acquisitions LTD	<b>Developer</b>
<b>Reference:</b> Reg18/677/4				
As the basic requirement rises so will the potential for housing shortfalls. At present the council has been failing to meet its lower stepped requirement and as the requirement increases the potential for more significant shortfalls increases. Added to this, the threshold for a 'significant under delivery of homes' is also going to increase. Thus, the potential for a 20% buffer also increases. Were a 20% buffer to be applied this would have serious implications for the Council's rolling 5YHLS position. Applying a 20% buffer to the current stated 5YHLS position would reduce the Council's stated supply to 5.17 years. With our amends to the supply17, the supply would be 4.20 years.				
In this context, to be effective and ensure the planning system is genuinely plan-led, the Sites Allocations DPD (2019) will need to ensure there are sufficient new sites alongside existing commitments to meet an increasing need and cover the potential for additional backlog in the short term and the increasing risk of a 20% buffer.				
Based on a plan-period need of at least 16,390 the Council's total stated supply (notwithstanding our reservations with this figure) represents a surplus of 455 units: or a 2.8% buffer. It should therefore be considered that the draft Sites Allocations DPD (2019) does not provide sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).				
<b>705</b>	<b>Mr O Bell</b>	<b>Organisation:</b> Nexus Planning	<b>Behalf Of:</b> Miller Homes - Lewes Road HH	<b>Developer</b>
<b>Reference:</b> Reg18/705/2				
It is accepted that the buffer currently proposed in the Site Allocations DPD is sufficient when measured against the minimum residual housing requirement (1,507 dwellings). However, a non-implementation must be applied to the entire housing requirement to ensure that a minimum of 16,390 dwellings are delivered over the plan period. At present, the Site Allocations DPD would provide a buffer of only 455 dwellings or 2.8% against the District Plan requirement, which clearly fails to deliver a robust plan that is sufficiently flexible to adapt to rapid change, such as the non-implementation of sites.				
Given the above, it is considered that the Site Allocations DPD should allocate additional sites sufficient to provide at least a 10% buffer against the District Plan housing requirement.				

692	Mr M Ruddock	Organisation: Pegasus Group	Behalf Of: Thakeham - South Folders Lane	Developer
Reference: Reg18/692/3				
As such, it is agreed that the Council applying a buffer to the residual requirement was entirely appropriate and necessary in order to ensure delivery of the Council's housing requirement. Without this buffer then any non-delivery, or even delay in delivery, of individual sites, which is inevitable to some extent over the Plan period, would have the potential to result in the Council not being able to achieve its housing requirements. The buffer of 112 dwellings provided by Option A would not be sufficient to address this risk, therefore additional sites were required. A buffer of 455 units as provided by allocating the three Burgess Hill sites is considered necessary in order to help ensure delivery of the Council's housing requirement. Furthermore, it is clear from the NPPF that the housing needs figure should be treated as a minimum, and as a result an increased buffer should not be resisted if further examination of likely delivery raises concerns. The approach as set out within the Sustainability Appraisal is therefore correct.				
744	Mr T Rodaway	Organisation: Rodway Planning	Behalf Of: Fairfax - HHGolf Course	Developer
Reference: Reg18/744/5				
The 22 sites proposed to be allocated in the draft DPD are considered insufficient to fulfil that requirement. The current proposal only seeks to provide a surplus of 455 units to the end of the plan-period or a 2.8% buffer. The draft Sites Allocations DPD (2019) in combination with existing commitments cannot provide the sufficient flexibility to adapt to rapid change as required by Paragraph 11(a) of the NPPF (2019).				
To be genuinely plan-led and ensure that the Sites Allocation DPD is effective, the Council should seek additional allocations now through the plan-making process to provide an additional supply buffer to take account of the key need and supply issues identified. We contend that the Haywards Heath Golf Club site (Option 3), will provide an increased quantum of housing via a strategic level allocation in a sustainable location at one site (which is in the control of our clients), and this will deliver the housing needed by the District in the short-medium term.				
672	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Great Harwood Farm House	Developer
Reference: Reg18/672/3				
However, known commitments (7,094) including Neighbourhood Plan Allocations might not come forward due to a range of factors affecting delivery and therefore a greater number of allocations should come forward through allocations in the Site Allocations DPD than has been identified.				
Further, there is an identified 3,500 dwellings to be delivered in the strategic development of the Northern Arc, Burgess Hill (as of 1st April 2017). However, this development is stalling behind forecasted timetables and it therefore brings into doubt whether this quantum of housing will be delivered over the Plan period. This uncertainty means there should be an increased number of site allocations in the draft Site Allocations DPD to ensure housing delivery. This is particularly important given the MHCLG's Housing Delivery Test with increasing thresholds for delivery.				

674	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Land east of College Lane HP	Developer
<p><b>Reference:</b> Reg18/674/4</p> <p>However, known commitments (7,094) including Neighbourhood Plan Allocations might not come forward due to a range of factors affecting delivery and therefore a greater number of allocations should come forward through allocations in the Site Allocations DPD than has been identified.</p> <p>Further, there is an identified 3,500 dwellings to be delivered in the strategic development of the Northern Arc, Burgess Hill (as of 1st April 2017). However, this development is stalling behind forecasted timetables and it therefore brings into doubt whether this quantum of housing will be delivered over the Plan period. This uncertainty means there should be an increased number of site allocations in the draft Site Allocations DPD to ensure housing delivery. This is particularly important given the MHCLG's Housing Delivery Test with increasing thresholds for delivery.</p>				
676	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Land west of Old Brighton Road PP	Developer
<p><b>Reference:</b> Reg18/676/3</p> <p>The draft Site Allocations DPD does provide for a small amount of uplift with a total supply of 16,845 dwellings over the Plan period compared to the adopted Local Plan figure of 16,390; but this is still considered insufficient. At Table 2.3: Housing Supply, the Site Allocations DPD identifies allocations amounting to 1,962 dwellings from this overall figure. This too needs to be increased, especially because the known commitments (7,094 dwellings) which include Neighbourhood Plan Allocations may not come forward due to a whole range of factors affecting delivery including funding. Therefore, it is argued that an increased number of allocations should be identified in the Site Allocations DPD.</p> <p>In Para 6.4 Table 9, there is an identified 3,500 dwellings expected to be delivered as Strategic Development in the Northern Arc, Burgess Hill (as of 1st April 2017). This is behind forecasted timetables and therefore it brings into doubt whether this quantum will be delivered over the Plan period. This uncertainty means that there should be an increased number of site allocations in the consultation document.</p>				
675	Mr D Sullivan	Organisation: Thakeham	Behalf Of: Land West of Kemps HP	Developer
<p><b>Reference:</b> Reg18/675/3</p> <p>However, known commitments (7,094) including Neighbourhood Plan Allocations might not come forward due to a range of factors affecting delivery and therefore a greater number of allocations should come forward through allocations in the Site Allocations DPD than has been identified.</p> <p>Further, there is an identified 3,500 dwellings to be delivered in the strategic development of the Northern Arc, Burgess Hill (as of 1st April 2017). However, this development is stalling behind forecasted timetables and it therefore brings into doubt whether this quantum of housing will be delivered over the Plan period. This uncertainty means there should be an increased number of site allocations in the draft Site Allocations DPD to ensure housing delivery. This is particularly important given the MHCLG's Housing Delivery Test with increasing thresholds for delivery.</p>				

Reference: Reg18/765/2

- The analysis of housing completions and commitments at April 2019 identified a shortfall of 1,507 sites for new homes to achieve the District Plan target of 16,390 new homes by 2031. The purpose of the DPD therefore is to identify sites for 1,507 new homes. Instead, the Council has produced a document that identifies sites for 1,962 new homes. For every unnecessary site selected there are neighbouring properties and communities that will be blighted for years until the development is completed.
- The basis for the selection of Option B over Option A in the final step of the selection process rests on the premise that more sites are better. If this premise is removed then Option A, with 1,619 sites which is still more than the target of 1,507 sites, becomes the better option and the DPD should go forward on this basis.

**730** Mr J Farrelly**Organisation:** Genesis**Behalf Of:** Wates - Park Road Handcross**Promoter****Reference:** Reg18/730/2

These representations confirm that there is a deficit of 136 dwellings for the Minimum Residual Housing Figure for the Category 3 Settlements (Medium Sized Villages). To compensate for this deficit the Site Allocations Development Plan Document (SA DPD) seeks to increase the amount of development taking place at the three Category 1 Settlements (Burgess Hill, East Grinstead and Haywards Heath) instead. This approach will not help meet the development needs of the Category 3 Settlements and does not reflect the principles of sustainable development.

1.5 We are of the opinion that there are opportunities to provide for additional development at some Category 3 Settlements that is in excess of their own individual requirement to help address the overall need for the category. One such settlement is Handcross and in particular my client's land to the west of Park Road.

To remedy this situation the next version of the Plan should assess and allocate my client's land to the west of Park Lane, Handcross. This would contribute towards reducing the current shortfall of housing across the Category 3 Settlements and help them to meet their own development needs in a location that is recognised as being suitable for development as a result of the housing allocations at St. Martin's Close (east and west).

Paragraph 6.42 and its accompanying table, Table 16 – Supply from 20 'constant sites' Sites of the SA confirms that whilst the supply in some of the Category 3 Settlements has exceeded the residual requirement for a particular settlement, others have underprovided against the requirement. Taking these supply figures for all the Category 3 Settlements indicates that there is an undersupply of - 136 in total. Paragraph 6.43 of the SA acknowledges this situation and states that "Whilst there is a shortfall at Category 3, this can be met by an over-supply at Category 1". Paragraph 6.48 goes onto to state that, 'It is therefore concluded that, should additional sites be required, these should be drawn from sites in the highest settlement category in the hierarchy'.

**776** Ms S Heron**Organisation:** Rydon**Behalf Of:****Promoter****Reference:** Reg18/776/7

This emphasis should be maintained in order to conform to the District Plan and deliver new housing in the most sustainable locations. There are a number of 2nd tier settlements, including Cuckfield and Hurstpierpoint where there are "limited" or no DPD allocations. Such settlements do have the capacity to deliver more housing in the current Local Plan and would be suitable candidates to accommodate any additional provision or provide sites to compensate for less suitable and more constrained sites that are currently proposed allocations, especially those in tier 3 settlements that should be deleted from the Plan prior to the Regulation 19 stage.

684	Mr C Noel	Organisation:	Strutt and Parker	Behalf Of:	Paddockhurst Estate Turners Hill	Promoter
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Reference: Reg18/684/4

It is notable that the SADPD under-delivers housing numbers in Category 3 settlements when assessed against District Plan targets. This should be addressed in the Regulation 19 Plan by identification of additional sites in Category 3 Medium Sized Villages. This will have a number of advantages in addition to meeting the District Plan targets, including ensuring that the spatial distribution of affordable housing provision more accurately mirrors that anticipated in the District Plan.

What is particularly noteworthy is that while the minimum residual requirement for Category 3 has increased, this is the category that is most underrepresented in the proposed site allocations. Only 303 of the minimum 439 homes required are proposed in the Regulation 18 SADPD.

Thus, there is a prima facie case for amending the Site Allocations DPD at Regulation 19 stage to increase the number of sites and units allocated within Category 3 settlements, to ensure consistency with the District Plan and the approved spatial strategy.

670	Mr I McLean	Organisation:	Albourne Parish Council	Behalf Of:		Town & Parish Council
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Reference: Reg18/670/1

Albourne Parish Council believes Appendix B should be removed from the document. It is not referred to from the main document, and given that MSDC has proposed sites through the DPD process, it is rather misleading, and in our view, superfluous.

286	Ms H Schofield	Organisation:	West Hoathly Parish Council	Behalf Of:		Town & Parish Council
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Reference: Reg18/286/1

There is an error in Appendix B showing the minimum residual development for the 2 settlement (West Hoathly and Sharpthorne. The Parish Council understands that the total figure should be divided equally between the 2. There is an error that needs to be corrected in the final document.

Reference: Reg18/625/5

1. The Parish Council notes and accepts that the District Plan set out a spatial strategy through Policies DP4, which assigned the two villages in the parish (Copthorne and Crawley Down) to Settlement Category 2 with a Minimum Requirement of 3,005 new homes for the category, and DP6 which set a Minimum Requirement of 437 new homes for both Copthorne and Crawley Down.
2. The Parish Council notes and accepts that the Minimum Requirement is subject to change, either from a change in the District Plan Minimum Requirement, or through the inability of settlements in a lower Settlement Category to meet their Minimum Requirements.
3. The Parish Council further notes that completions and commitments in the Parish at April 2019 exceeds the combined Minimum Requirement for Copthorne and Crawley Down of 874 new homes (i.e. 2 x 437) by 34 new homes and that the total completions and commitments for Settlement Category 2 villages exceeds the Minimum Requirement of 3,005 new homes by 67 new homes.
4. Based on these figures, the Parish Council believes that the Minimum Residual requirement at April 2019 for Copthorne, Crawley Down, Worth Parish and Settlement Category 2 for the purposes of the Site Selection process was zero.
5. The Parish Council further notes that the criteria for the elimination of SHELAA nominated sites in the first stage of the site selection process was based on distance from the settlement and yield compared to the Minimum Residual requirement at settlement and settlement category level.
6. The Parish Council believes that no sites in Worth Parish should have been carried into the detailed site assessment without It first being established that the settlements Settlement Categories 3 and 4 could not meet their Minimum Requirements.
7. The Parish Council further believes that any Increase In the Minimum Requirement for Settlement Category 2 should have been met through sustainable sites In Category 2 settlements which have failed to deliver their DP6 Minimum Requirement (e.g. Cuckfield) before any sites in other Category 2 settlements were assessed.
8. Based on yield and the revised Minimum Requirement for Settlement Category 2 published in the DPD, the Parish Council believes that Sites 141, 213, 519, 686, and 688 should not have been taken forward into the detailed site assessment. The Parish Council regrets the publication of the detailed assessments of sites which have been assessed to be sustainable but have not been selected, due to the impact that this will have on community cohesion and land values.



<b>689</b>	<b>Mr M Brown</b>	<b>Organisation:</b> CPRE Sussex	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b> Reg18/689/15				
<p>The changes proposed in the SA DPD to the housing contribution that each town and village is individually expected to make to the overall stepped-up housing target from those that appear on p.37 of the Local Plan are not clearly shown, and no rationale for the individual changes is provided within the SA DPD. There is, we think, a question as to whether there should be greater equity in the allocations as between the Category I towns. Why, by way of example, has Burgess Hill's been reduced by 531 dwellings whilst the targets for Haywards Heath and East Grinstead have been increased? We request that an additional column be added to Appendix B recording the new Minimum Requirement over Plan Period, and that those changes be justified. Or, if the reality is simply that these are not hard and fast expectations for any individual community, let that be on the public record in the SA DPD.</p>				

<b>616</b>	<b>Mr R Brewer</b>	<b>Organisation:</b> Friars Oak Residents Accociation	<b>Behalf Of:</b>	<b>Organisation</b>
<b>Reference:</b> Reg18/616/3				
<p>D). Hassocks' current exceeds housing delivery for the Full Planned Period 2014 – 2031:</p> <ul style="list-style-type: none"> <li>• The community of Hassocks have been fully involved in the process of site selection democratically determining the sites and accepting the provision of a further strategic allocation of 500 dwellings at Clayton Mills North which results in Hassocks Neighbourhood Plan meeting the minimum housing requirement for the full period of the District Plan in April 2017 of 882 dwellings, with Hassocks Parish Council projecting delivering between 1116 and 1161 dwellings up to 2031, making the biggest contribution out of all the Cat. 2 settlements, exceeding requirement by more than 26 and 31 .</li> <li>• The MSDC District Plan 2014N2031, Adoption Version March 2018, extracts from pages 37 &amp; 38:</li> </ul>				

<b>657</b>	<b>Mr J Thomas</b>	<b>Organisation:</b> DHApPlanning	<b>Behalf Of:</b> Option Two Development LTD	<b>Developer</b>
<b>Reference:</b> Reg18/657/5				
<p>In addition, the distribution of additional allocations is not in accordance with the Mid Sussex spatial strategy, given that more homes are directed to Category 3 settlements than Category 2 and more than 200 of these dwellings are located in the High Weald AONB.</p>				

<b>694</b>	<b>Mr A Ross</b>	<b>Organisation:</b> JLL	<b>Behalf Of:</b> Anstone Developments	<b>Developer</b>
<b>Reference:</b> Reg18/694/5				
<p>The non-allocation of any sites at Bolney will have the effect of not meeting the housing needs in the settlement. As set out in Appendix B of the SADPD there is a residual of a minimum of 43 new homes required in Bolney over the plan period and there are no allocations to meet this need. Whilst it is recognised that small sites can come forward to accord with policy, these would not deliver any affordable housing. In addition, it is clear that these would be located outside the settlement boundary. However, when reviewing the Council comments about all the sites being promoted around Bolney, they rejected sites to the north, east, south and west of the settlement. As such, it would appear that the Council does not consider that there is anywhere in Bolney that could accommodate additional development, notwithstanding the significant need for such development. This approach is unsound and unsustainable.</p>				

<b>791</b>	<b>Ms J Ashton</b>	<b>Organisation:</b> Judith Ashton Associates	<b>Behalf Of:</b> Wates - West Crawley Down	<b>Developer</b>
<b>Reference:</b> Reg18/791/5				
<p>The reduction in the scale of development proposed in the category 2 settlements (highest reduction of all categories) is in our opinion inappropriate given the fact these are sustainable locations, such that we would question why growth here has been reduced and growth in less sustainable category 3 settlements has been increased.</p> <p>From the above it is clear again that the category 2 settlements are in particular seeing a significant reduction in housing development proposed within them when compared to that set out in the adopted Local Plan. This despite their sustainability/ access to local services and facilities, and the fact that many are located outside the AONB/ SDNP and beyond the 7km zone of influence of the Ashdown Forest SPA.</p>				

Table 2.4 outlines the minimum residual housing figure for each settlement category with a minimum of 840 dwellings at Category 1 Settlements (Burgess Hill, East Grinstead and Hayward's Heath). We note that this table links back to a similar table forming part of Policy DP4 of the District Plan and agree that this sets the broad framework for the general distribution of housing within the Site Allocations DPD.

11. We do however note that Appendix B of the Site Allocations DPD is referenced in the supporting text to Policy SA10 and that this includes a table which seeks to breakdown the minimum residual requirement of development for each settlement. However, the intended purpose of this table is not understood given that the Site Allocations Plan should be informed by the settlement category figures outlined within Policy DP4 of the District Plan.

12. Furthermore, the purpose of settlement by settlement figures at the time of the District Plan was to guide the preparation of neighbourhood plans, a view shared by the District Plan Inspector who at paragraph 33 of his report states that Policy DP6 of the District Plan "includes a table setting out the spatial distribution of the housing requirement with minimum housing requirements for the settlements and an assessment of the minimum residual requirement, to provide a suitable context for the preparation of neighbourhood plans" (emphasis added). This approach is entirely logical when a residual housing requirement exists that neighbourhood plans could allocate at the local level, however that opportunity has now passed and the purpose of the Site Allocations DPD is to 'mop up' any residual housing requirement outlined in the District Plan. Accordingly, Appendix B of the Site Allocations Plan should be deleted and sites allocated on the basis of settlement category figures, focusing the majority of growth in Category 1 settlement.

Based on the District Plan's overarching spatial strategy, which seeks to support and maintain the existing settlement hierarchy, it would therefore be reasonable to expect the level of planned growth at each of the Category 1 settlements to broadly align with demographic and housing stock trends i.e. circa 21% of the overall District figure / 35% of the total Category 1 figure at Burgess Hill and Haywards Heath respectively (around 3,600 dwellings each) and circa 18% of the overall District figure / 30% of the total Category 1 figure at East Grinstead (around 3,100 dwellings). Failure to do so would mean that contrary to the District Plan (Policy DP4), individual settlements demographic-based housing needs are not being met.

19. Of fundamental concern therefore, as illustrated within Figure 3 below, is that the proposed Category 1 settlement housing allocations within the Site Allocations DPD results in a level of planned housing growth at Haywards Heath over the period up to 2031 falling significantly short of that likely to be required to meet the settlements demographic needs and to maintain its status within the settlement hierarchy. Delivery of 2,617 dwellings at Haywards Heath only represents 15% of the overall District housing figure (16,390 dwellings) and 24% of the overall housing planned at the Category 1 settlements (10,874 dwellings).

13. Notwithstanding the above, we note that the figures contained within Appendix B simply do not add up. For example Burgess Hill has a minimum requirement over the plan period of 5,697 dwellings, commitments and completions of 5,166 dwellings as of April 2019 but then a minimum residual requirement of zero dwellings. It should therefore be deleted or modified for this reason as well.

In view of the above, we firmly believe that a greater proportion of the residual District Plan housing requirement should be focused at Haywards Heath and that additional sites must be allocated within the Site Allocations DPD, such as land south of Lewes Road.

21. To achieve this, the residual minimum requirement for the Category 1 settlements should be apportioned using a demographic / housing stock trend basis i.e. 35% to Burgess Hill and Haywards Heath and 30% to East Grinstead. The resulting figures are set out within Figure 4 below (noting that a buffer for flexibility has not yet been applied):

In accordance with the spatial strategy within the District Plan, the apportionment set out within Figure 4 above would maintain the focus for growth at Burgess Hill, whilst achieving growth at Haywards Heath and East Grinstead which aligns with the respective settlements position within the settlement hierarchy and ensures that the demographic housing needs of the settlements is met over the Plan period.

23. Given the above, a further 332 dwellings (plus an appropriate buffer) should be allocated at Haywards Heath.

787	Mr G Wilson	Organisation: Savills	Behalf Of: Trustees Walstead Grange	Developer
Reference: Reg18/787/3				
MSDC have shown that despite the desire to distribute development evenly across the various settlements, there have been a lack of suitable sites that have enabled this to happen. This has resulted in 70% of all allocations being targeted at Burgess Hill and East Grinstead. Whilst it is logical to focus development in the most sustainable locations where services and facilities are already in place, the top-heavy approach of allocating the majority of development into two settlements will not lead to balanced growth across the District.				
The overriding need for housing across Mid Sussex has been identified in the District Plan and the subsequent preparation of the Site Allocations DPD. The delivery of approximately 270 dwellings and associated public open space on site will result in the delivery of much needed homes in Mid Sussex. It can be seen from Draft Policy SA11 that MSDC have sought to distribute homes evenly across settlements, in order to ensure that population growth is balanced across the District. Evidently this has not been achievable, with two Category 1 Settlements taking over 70% of the site allocations. Therefore the inclusion of Walstead Grange as an additional site allocation in the Site Allocations DPD would help to provide a more even distribution of growth.				
697	Mr D Barnes	Organisation: Star Planning	Behalf Of: Wellbeck -Handcross	Developer
Reference: Reg18/697/4				
Handcross, as a Category 3 Settlement, is one of the locations which would be well placed to accept additional housing growth via allocations or the identification of reserve sites to meet part of the shortfall, in particular associated with and at North and North West Burgess Hill.				
757	Mr C Noel	Organisation: Strutt and Parker	Behalf Of: Croudace Henfield Road Albourne	Developer
Reference: Reg18/757/3				
It is notable that the SADPD under-delivers housing numbers in Category 3 settlements when assessed against District Plan targets. This should be addressed in the Regulation 19 Plan by identification of additional sites in Category 3 Medium Sized Villages. This will have a number of advantages in addition to meeting the District Plan targets, including ensuring that the spatial distribution of affordable housing provision more accurately mirrors that anticipated in the District Plan.				
What is particularly noteworthy is that while the minimum residual requirement for Category 3 has increased, this is the category that is most underrepresented in the proposed site allocations. Only 303 of the minimum 439 homes required are proposed in the Regulation 18 SADPD, providing a shortfall in that category of 136 dwellings. Thus, there is a prima facie case for amending the Site Allocations DPD at Regulation 19 stage to increase the number of sites and units allocated within Category 3 settlements, to ensure consistency with the District Plan and the approved spatial strategy.				

Reference: Reg18/672/2

In this representation, it is argued that East Grinstead should have an increased number of draft site allocations given it is Category 1 in the settlement hierarchy within the adopted Local Plan. It is therefore the most sustainable settlement in the District by the Council’s own assessment and benefits from the greatest number of shops and services. Policy DP6 in the adopted Local Plan states that Category 1 settlements have a “comprehensive range of employment, retail, health, education, leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements”. It therefore follows that a settlement of this size and facilities should take a commensurate amount of housing growth brought through the draft Site Allocations DPD.

In Appendix B which shows the updated residual housing requirements on a settlement by settlement basis and compares these to the figures set out within the District Plan. In the case of East Grinstead, it shows a minimum requirement over Plan period (based on stepped trajectory) of 2,445. With commitments and completions as of 1st April 2019 it stands at 1,704. But the minimum residual from 2019 onwards (accounting for commitments and completions) is 830. It is our view that that this figure should be increased to account for Crawley’s continuing unmet housing need which currently stands at 6,475 dwellings over the Plan period according to the draft Crawley 2035: Crawley Borough Local Plan 2020 – 2035 consultation draft (September 2019). It is stated in Crawley 2035 (Paragraph 2.26) that the scale of unmet need is ‘fully acknowledged’ and discussed with neighbouring authorities, but it is considered that Mid Sussex DC should take this opportunity to proactively address this issue.

The draft Site Allocations DPD states that the methodology for determining this residual requirement to category/settlements was found ‘sound’ through the District Plan process and there is no intention to revisit and revise it (Para 6.11). However, this is an unsound approach as it necessarily requires for it to be reassessed in order to understand whether it is fit for purpose. After all, the adopted Local Plan (2014 – 2031) is over 18 months old and there has been considerable changes since then, most notably the Housing Delivery Test (HDT). The emphasis on housing targets and delivery is absolutely clear from central Government.

<b>674</b>	<b>Mr D Sullivan</b>	<b>Organisation:</b> Thakeham	<b>Behalf Of:</b> Land east of College Lane HP	<b>Developer</b>
<b>Reference:</b> Reg18/674/2				
<p>In this representation, it is argued that Hurstpierpoint should not have a residual housing need of zero as this does not future-proof the draft Local Plan and provides an unnecessary reliance on windfall development coming forward. This is especially given that Hurstpierpoint is a Category 2 settlement which is a larger village (local service centre) in the adopted Local Plan. Such settlements serve the wider hinterland and benefit from a good range of services and facilities, including employment opportunities and access to public transport. It therefore follows that they should provide a commensurate level of housing as well.</p> <p>It is noted that the justification for a lack of draft site allocations is due to commitments and completions as of April 1st 2019. It is considered that this should be reassessed in light of Hurstpierpoint being one of the most sustainable settlements which is reflected in its Category 2 settlement status. As such, it is considered that Hurstpierpoint should have at least one or several draft site allocations within the draft Site Allocations DPD. It should certainly not be zero as this is not a sustainable or proactive approach to housing growth within the District.</p> <p>The draft Site Allocations DPD states that the methodology for determining this residual requirement to category/settlements was found ‘sound’ through the District Plan process and there is no intention to revisit and revise it (Para 6.11). However, this is an unsound approach as it necessarily requires for it to be reassessed in order to understand whether it is fit for purpose. After all, the adopted Local Plan (2014 – 2031) is over 18 months old and there has been considerable changes since then, most notably the Housing Delivery Test (HDT). The emphasis on housing targets and delivery is absolutely clear from central Government.</p> <p>Consequently, it is unacceptable that the residual housing requirement (DP6) for Hurstpierpoint is zero. This is especially given that not all settlements will be able to meet their guideline residual housing requirement (set out in DP6) and the preparation of the Site Allocations DPD provides the best opportunity to take stock of this issue and reassess for the sake of soundness of the plan. It is still unclear whether Hurstpierpoint has met its residual housing need to date in any case.</p>				

<b>676</b>	<b>Mr D Sullivan</b>	<b>Organisation:</b> Thakeham	<b>Behalf Of:</b> Land west of Old Brighton Road PP	<b>Developer</b>
<b>Reference:</b> Reg18/676/4				
<p>Appendix B of the Draft Site Allocations DPD identifies the updated residual housing requirements on a settlement by settlement basis and compares these to the figures set out within the District Plan. In the case of Pease Pottage, it shows a minimum requirement over the Plan period (based on the stepped trajectory) of 929. With commitments and completions as of 1st April 2019 it stands at 971. But the minimum residual requirement from 2019 onwards (accounting for commitments and completions) is 0. It is our view that that this figure should be increased to account for Crawley’s continuing unmet housing need.</p> <p>This is a significant point as the unmet housing needs in Crawley currently stands at 6,475 dwellings over the Plan period (2020 – 2035) according to the draft Crawley Local Plan 2035 (consultation draft, dated September 2019). It is stated in Crawley 2035 (Paragraph 2.26) that the scale of unmet need is ‘fully acknowledged’ by the Council and requires discussions with neighbouring authorities. It is considered that Mid Sussex DC should take the opportunity through the draft Site Allocations DPD to proactively address this issue.</p> <p>The draft Site Allocations DPD states that the methodology for calculating the residual requirement for the various categories of settlements was found sound through the District Plan process and there is no intention to revisit and revise in this consultation (Paragraph 6.11). However, this is surely an unsound approach as it provides the best opportunity to reassess whether it is still fit for purpose. This is particularly pertinent given that the residual housing requirement (DP6) in Pease Pottage is 0.</p>				

In this representation, it is argued that Hurstpierpoint should not have a residual housing need of zero as this does not future-proof the draft Local Plan and provides an unnecessary reliance on windfall development coming forward. This is especially given that Hurstpierpoint is a Category 2 settlement which is a larger village (local service centre) in the adopted Local Plan. Such settlements serve the wider hinterland and benefit from a good range of services and facilities, including employment opportunities and access to public transport. It therefore follows that they should provide a commensurate level of housing as well.

It is noted that the justification for a lack of draft site allocations is due to commitments and completions as of April 1st 2019. It is considered that this should be reassessed in light of Hurstpierpoint being one of the most sustainable settlements which is reflected in its Category 2 settlement status. As such, it is considered that Hurstpierpoint should have at least one or several draft site allocations within the draft Site Allocations DPD. It should certainly not be zero as this is not a sustainable or proactive approach to housing growth within the District.

The draft Site Allocations DPD states that the methodology for determining this residual requirement to category/settlements was found ‘sound’ through the District Plan process and there is no intention to revisit and revise it (Para 6.11). However, this is an unsound approach as it necessarily requires for it to be reassessed in order to understand whether it is fit for purpose. After all, the adopted Local Plan (2014 – 2031) is over 18 months old and there has been considerable changes since then, most notably the Housing Delivery Test (HDT). The emphasis on housing targets and delivery is absolutely clear from central Government.

Consequently, it is unacceptable that the residual housing requirement (DP6) for Hurstpierpoint is zero. This is especially given that not all settlements will be able to meet their guideline residual housing requirement (set out in DP6) and the preparation of the Site Allocations DPD provides the best opportunity to take stock of this issue and reassess for the sake of soundness of the plan. It is still unclear whether Hurstpierpoint has met its residual housing need to date in any case.

<b>746</b>	<b>Mr P Davis</b>	<b>Organisation:</b> Turley	<b>Behalf Of:</b> Crest	<b>Developer</b>
<b>Reference:</b> Reg18/746/3				
<p>Crest Nicholson find it pertinent to note that the Mid Sussex District Plan ('MSDP') failed to make any strategic allocations at Haywards Heath, despite it being identified as a Tier 1 settlement in the adopted Settlement Hierarchy (Policy DP6: Settlement Hierarchy).</p> <p>The Settlement Sustainability Review was published in May 2015 and was used as part of a wider evidence base to inform the Mid Sussex District Plan. This document recognised Haywards Heath as one of three main towns in the district "that benefit from a comprehensive range of employment, retail, heath, education and leisure services and facilities and are the most sustainable settlements within Mid Sussex".</p> <p>2.48 Furthermore the MSDP expects the delivery of a minimum of 2,511 additional residential dwellings at Haywards Heath across the Plan period. This greatly exceeds the identified requirement for Tier 2 and Tier 3 settlements. Despite this, Mid Sussex made strategic allocations within MSDP at lower tier settlements, such as a large scale allocation at Pease Pottage, a Tier 3 settlement, for 600 new dwellings and community facilities.</p> <p>2.49 The following table is extracted from the MSDP and identifies how each settlement is categorised (Haywards Heath is in Tier 1)' the minimum housing requirement expected at each settlement' and various other matters including the minimum residual requirement taking commitments and completions into account. Our interpretation of the below table from the MSDP is that Haywards Heath continues to be one of the most sustainable settlements in the District, and should be a focus for additional development.</p>				

<b>747</b>	<b>Mr P Davis</b>	<b>Organisation:</b> Turley	<b>Behalf Of:</b> A2Dominion Horsham Road PP	<b>Developer</b>
<b>Reference:</b> Reg18/747/3				
<p>Furthermore the MSDP expects the delivery of a minimum of 929 additional residential dwellings across the Plan period (including the 600 planned to the east of Pease Pottage). This greatly exceeds the requirement for other Tier 3 settlements, as well as all Tier 2 Settlements, as demonstrated in Figure 3 overleaf.</p> <p>The following table is extracted from the MSDP and identifies how each settlement is categorised (Pease Pottage is in Tier 3), the minimum housing requirement expected at each settlement and various other matters including the minimum residual requirement taking commitments and completions into account.</p> <p>Our interpretation of the above table from the MSDP is that the minimum expectation of 929 dwellings at Pease Pottage was to be accommodated at that village and not at the other villages within the Parish (Handcross, Slaugham and Warninglid). We consider that to be a reasonable conclusion given that separate requirements (0) are expressed for those other villages.</p>				



765	Dr I Gibson	Organisation:		Behalf Of:		District Councillor
Reference:		Reg18/765/1				

The District Plan sets out a spatial strategy, including targets for individual settlements, that delivers the housing target of 16,390 new homes (Policy 6). Although many settlements have already achieved their target, the methodology adopted for the site settlement selection ignores the current settlement targets and effectively introduces a new spatial strategy by setting new targets. This is clearly unfair to settlements such as Crawley Down that have achieved their Policy 6 target but are now being asked to take 50 more new homes. These villages should not be required to take more new homes unless there is an increase in the overall target for the District or adjacent settlements in lower categories cannot fulfill their targets. The site in Crawley Down (Site 519) should be removed from the list of selected sites.

726	Mr A Burtin	Organisation:	Cuckfield Parish Council	Behalf Of:		Town & Parish Council
Reference:	Reg18/726/2					

The consequence of underestimating the windfall contribution is to overstate the residual housing requirement for the district by 884 dwellings. Appendix B of the Regulation 18 Site Allocations DPD shows the residual requirement as 1,507 dwellings after taking into account contributions from other commitments and windfall development. As the evidence-based windfall contribution should be increased by some 884 dwellings, this would have the effect of reducing the residual housing requirement for the Regulation 18 Site Allocations DPD.

Reference: Reg18/709/4

It is generally welcomed that the Council has acknowledged a need for Extra Care accommodation. Notwithstanding, as detailed in the supporting “Needs Assessment” prepared in support of application for the development at Hazelden Nursery (application ref DM/19/1001 - see attached Appendix 2), it is strongly contested that the HEDNA significantly underestimates the actual need which is not being met . The actual unmet need now is calculated as at least 462 units, of which 75% need to be for sale (367 units), with the undersupply of for sale units increasing to 604 units by 2030.

It is therefore evident that the sites on which the Local Plan is wholly reliant in delivering specialist accommodation for older people will not address the identified need for specialist older persons accommodation or need for extra care accommodation specifically. In short, the problem will continue to worsen.

What this means in terms of future supply going forward is that there are only 88 potential extra care units identified, against a need now for 492 units (as identified in the Need Assessment), leaving a residual shortfall of at least 404 units now (72%) which will increase to at least 516 units by 2032.

The above demonstrates, that the Adopted Local Plan is wholly reliant on the SA DPD to identify and address any shortfall.

The need to deliver extra care housing (and other forms of specialist accommodation) should have therefore been an essential consideration at the outset to accord with the Adopted Local Plan, the NPPF (para 61) and the PPG guidance that specifically supports the provision of and allocation of sites for specialist accommodation where there is an identified unmet need (reference 006 Ref ID: 63-0013-20190626).

The ‘broad brush’ nature of the above criteria is further emphasised when considering that development models for extra care deliver onsite services and facilities to meet the needs of its residents and can also contribute to the wider sustainability of the host settlement, such as providing access to a local shop. It is therefore not correct to simply discount sites based on a host settlements current levels of access to services and facilities. The assessment further fails to acknowledge that extra care developments, which need a critical mass of at least 50 units (to ensure developments are affordable to residents and create a sense of community) can serve more than one settlement. They can therefore be a “shared facility” amongst settlements, particularly in the case of Category 3 settlements (this includes Albourne) where the sharing of facilities amongst these settlements is entirely characteristic (see Table on pg 36 of the Local Plan).

The “Needs Assessment” further challenges the tenure split in the HEDNA, which is based on the current tenure split, projected forward to calculate future demand. Since the existing tenure split is a product of a largely unplanned pattern of provision, this approach is fundamentally flawed and based on an erroneous misunderstanding and application of the Shop@tool (as has been confirmed to RVD by Housing LIN) and as such no regard should be had to it. The figures provided above (as taken from the Needs Assessment), therefore reflect the prevalence of owner-occupation as the current tenure preference of older people in Mid Sussex.

Reference: Reg18/781/2

In summary our representations on the Draft Plan relate specifically to the failure to address the need for housing for elderly people within the plan. This is against a background of a number of evidence documents produced in respect of the District Plan (adopted 2018) which demonstrate an ageing population in Mid Sussex, a shortage in provision of specialist accommodation and, fundamentally, a need for policy intervention to deliver specialist housing. The Site Allocation DPD fails to achieve this. This is contrary to policy in both the National Planning Policy Framework (“NPPF”) and Planning Practice Guidance (“PPG”).

As such the Mid Sussex Housing and Economic Development Needs Assessment (“HEDNA”) Addendum August 2016 has a whole section on housing for older people – provision of specialist accommodation or care. The report considered the potential demand for all types of older person specialist accommodation or care within Mid Sussex over the plan period to 2031, and suggest policy response to this.

It is clear therefore that the population of the whole country is ageing, and that within Mid Sussex the problem is more acute. By the end of the plan period a significant proportion of the population will be over 65, and as such provision of nursing and residential care will be essential in meeting the needs of those residents.

Whilst all evidence based documents produced for the DP identify a need for specialist housing for the elderly population, policy DP30 simply states that if a need for specialist accommodation and care homes is identified then land will be allocated in the Site Allocations Document. There is no specific policy in the DP which allows for the delivery of specialist accommodation or care homes, albeit it is recognised that policy DP6 does allow for development within towns and villages with defined built-up area boundaries. The Site Allocations Document and its relationship with the DP and its supporting housing evidence is therefore fundamentally flawed. The Site Allocations Document fails to grapple with housing requirements of a significant specialist sector in the face of evidence of demonstrating clear need.

The consultation on the Site Allocations DPD does not include any additional evidence based documents in respect of housing for older people or specialist accommodation. No mention is made in the Site Selection Paper 3: Housing Sites as to whether the need for care homes has been assessed.

Accordingly using the evidence produced for the DP, alongside the population projections for the District from the 2016 population projections, we consider that a need has been clearly identified which requires allocation for specialist housing for older people beyond that being provided.

It is necessary for the Council to allocate additional sites for Care Home developments to meet the need identified in the District. If land is not allocated then, as identified in the PPG, there is no certainty over the delivery of this type of development and the Plan will fail in a key objective. The PPG is clear in its opening statement on this issue – “The need to provide housing for older people is critical.” (Paragraph: 001 Reference ID: 63-001-20190626)

The HEDNA identifies that if additional accommodation is not delivered to meet this need there will be a significant shortfall at the end of the plan period. Accordingly the Council must review sites for the delivery of specialist care homes with the expectation that additional land will be allocated. The evidence is clear and currently being ignored.

Carterwood undertook a need assessment on behalf of Country Court Care in support of that application which assessed need on a more local basis. The report identifies that that within the market catchment area for the site, which is defined as approximately a 6-mile radius from the application site, the population in 2020 will be 215,365 of which 18,299 (8.5%) will be 75 years and above [please note the catchment area includes land which falls within Crawley Borough Council]. The estimated demand for elderly care beds in this area is 1,367. Within the market catchment for the site at Pease Pottage there is a supply of 942 market standard bedrooms and therefore a shortage of between 176 and 365 beds, dependant on the delivery of beds that have been granted planning permission but not currently under construction. Looking forward to 2030 the report identifies a potential shortfall of 425 market standard beds.

Mid Sussex District Council must consider the need for elderly accommodation and look at sites to address this need. This will ensure that the shortfall in need as a result of the ageing population in the District is met by the end of the plan period.

694	Mr A Ross	Organisation: JLL	Behalf Of: Anstone Developments	Developer
Reference: Reg18/694/3				

Mid Sussex’s own evidence shows that there is significant need for C2 uses as well as extra care accommodation. This is set out in the HEDNA that accompanied the DP. The conclusion of the evidence is that 762 units of care (C2) are needed as well as 345 units of extra care (mostly C3).

In addition, several other reports have confirmed that there is need for such uses. This includes the Care Needs Assessment provided by Caterwood in support of the C2 application at Brighton Road, Pease Pottage as well as Pinders and Contact Consulting in Albourne.

The Council’s approach to this has been to rely on Policy DP30 which states that where there is identified need for C2, then the Council will allocate sites in the Site Allocations DPD. It is plainly clear that there is need for additional C2 accommodation across the District.

Mid Sussex’s response to this desperate need is threefold. First, the Council alleges that it has a significant pipeline of permissions. However, this assertion was found to be unsubstantiated at the recent inquiry into development of land to the west of London Road in Bolney, where it was clear that there is very limited C2 units coming forward, certainly no way near the circa 1,000 extra units that have to be delivered by 2031.

Second, the Council considers that the permissive policy on delivery of care homes on residential sites would allow this need to be met. However, the Council is currently under-delivering significantly against its requirement and is not allocating sufficient sites to meet the housing need. Therefore, this does not assist the Council in meeting C2 needs.

Finally, the Council sets out that its need can be met by the allocation of one site to accommodate C2 uses although there is no indication of any number of units to be provided as part of this development.

Therefore, we contend that there is clear and immediate need to allocate specific sites for C2 uses and that the failure to do so renders the SADPD unsound.

It is vitally important that the Council actively supports the delivery of Extra Care accommodation to ensure choice for older residents and a sufficient supply of fit-for-purpose housing for older people more widely, in accordance with the social objective of sustainable development.

There can be ambiguity over the planning use class different forms of housing for older should fall under, as alluded to in the PPG.3 Whilst Extra Care developments are designed to encourage a degree of independence of residents, they do so within a structured care environment. Whilst many residents may only need limited care provision initially, they will often need to access more extensive care and support services over time. As such Extra Care developments are normally considered to fall within use class C2. Details such as minimum care provision, and age requirements can be considered and controlled at the planning application stage.

The Council’s approach to date has not been to make specific provision for housing for older people but instead to assume that this need will be met through the general development management process.

Within the Consultation document itself there appears to only be a single reference to housing for older people, with site allocation SA20 at Imberhorne Lane, East Grinstead proposed to include a C2 Care Community if there is an evidenced need. It should be noted, that as part of a larger site allocation the delivery of this care community will be dependent on a number of unrelated factors. As such, there is a degree of uncertainty over the site’s ability to deliver this element.

The evidence base supporting the DPD only includes limited evidence on the housing needs of older people. This is primarily in the Housing and Economic Development Needs Addendum 2016 which identified a shortfall in Extra Care provision of 120 units at 2014 within Mid Sussex, and a need of 345 units by 2031. Alongside this the HEDNA Addendum identifies an additional need for 1,276 units of sheltered housing, 340 units of enhanced sheltered housing, and 762 units of residential and nursing care accommodation by 2031. The report states that without additional provision there will be a significant shortfall by the end of the plan period.

Paragraphs 3.15 - 3.16 of the Sustainability Appraisal make reference to the fact that the population in the District is aging, although it does not appear any consideration is given to any appropriate policy response. The Equalities Impact Assessment states the introduction of specific policies in relation to housing for older people has been considered but rejected. It is unclear where in the evidence base for this consideration is set out, if set out at all?

It does not appear the Council has undertaken any further assessment of the need for specialist housing since the HEDNA Addendum in 2016, nor does it appear to have sought to address the identified need for housing for older people through the emerging Site Allocations DPD. We recommend the Council revisit its approach as allocate sites to ensure delivery of specialist housing for older people.

There is no standard method for assessing the need for Extra Care in national planning policy or guidance, and the assessment uses the Housing Lin SHOP toolkit, which is mentioned in PPG and has effectively become the industry standard. This identifies a need for 40 units of extra care and enhanced sheltered accommodation per 1,000 head of population aged 75 years and above.

Taking into account planned supply, the Carterwood report, which is significantly more up to date evidence than that underpinning the District Plan and also the Site Allocations DPD (evidence dated 2014) identifies an indicative shortfall of 384-492 private Extra Care units within Mid-Sussex District (as of 2020), including planned supply.<sup>5</sup> Within the market catchment of the site itself (10-miles) the indicative shortfall is between 805-919 units, and within a localised 3-mile catchment the indicative shortfall is 174 units.

By 2030 the shortfall in private Extra Care units is expected to rise to at least 607 units in the District and 1,353 units within the 10-mile market catchment of the site. It is worth noting these projections assume existing demographic trends for Extra Care continue and as such are likely to underestimate the potential under-supply of Extra Care accommodation.

There is clearly a very significant unmet need for Extra Care Accommodation within the District. We recommend that prior to the next stage of consultation, the Council take this evidence into account. Or alternatively we strongly encourage the Council to commission its own updated evidence on this specific matter given the importance and magnitude of the District’s current under

provision. Given the scale of need we also recommend the Council allocate specific sites for Extra Care and other forms of housing for older people as appropriate to ensure a sufficient supply over the remainder of the plan period.

1025	Mrs H Griffiths	Organisation:		Behalf Of:		Resident
Reference:		Reg18/1025/4				

The Site Allocations DPD Sustainability Appraisal document (DPD-SAD) outlines that the village of Horsted Keynes has a residual requirement of 53 houses. I believe this number is out of date as the Ravenswood planning approval for 12 units has now elapsed, so the up to date residual figure should be 65 units for the village.

657 Mr J Thomas

Organisation: DHAPanning

Behalf Of: Option Two Development LTD

Developer

Reference: Reg18/657/2

We commend the Council for seeking to meet their residual housing requirement in full, however the proposed housing supply components do not represent a credible baseline from which to calculate residual need.

In this respect, we have some concerns regarding the balance between strategic and non-strategic scale allocations and the anticipated delivery trajectory. For example, the 3,287 dwellings allocated in the District Plan are associated with the Strategic Allocation to the North and North West Burgess Hill, which also requires the delivery of significant supporting infrastructure. A cautious approach is therefore needed.

Accordingly, we would encourage the Council to allocate additional sites to deliver this increased residual need. Further, we would urge them to prioritise medium sized sites that can delivery quickly and require minimal intervention to supporting infrastructure, but still make a meaningful contribution to affordable housing needs.

Policy SA 10 calculates the residual requirement as 1,507 additional dwellings and the Sites DPD allocates 22 sites that between them would deliver 1,962 dwellings.

However, the suggested supply components do not represent a credible baseline from which to calculate residual need and the Council have applied an optimistic trajectory for the delivery of development associated with Burgess Hill. If a more realistic trajectory were applied, it would leave the Council short of their target by circa 2,000 new homes.

791 Ms J Ashton

Organisation: Judith Ashton Associates

Behalf Of: Wates - West Crawley Down

Developer

Reference: Reg18/791/6

We also note that the actual 'Updated Minimum Residual Requirement' does not, at 1,507 reflect the target set out in the table 2.3 in policy SA10 (1,962); and that the associated commentary on the overall housing requirement in section 2.3 of SSP3 (Oct 2019) also contradicts table 2.3 in policy SA10, such that clarification needs to be provided as to what the correct residual requirement is. Reading between the lines it would appear that the Minimum Residual Requirement is 1,507, but that 1,962 is being allocated to provide some flexibility<sup>3</sup>; albeit, as indicated above we do not believe, that at just 3% above the minimum requirement this is sufficient in this regard.

In addition to the above, table 2.4 of Policy SA10 does not then reflect what is actually proposed in policy SA11 and table 2.5. The difference between the two is set out in the table below.



725

Mr A Black

Organisation:Andrew Black Consulting

Behalf Of:Village Developments Floran Farm

Developer

Reference: Reg18/725/3

MSDC has not published its self-build register or referenced the need in any monitoring reports. Through correspondence with the Council, it is understood that there are 118 applicants currently on the self-build register and there are currently only 3 plots available (Appendix 2). There is no data to show how this need is going to be met or if need has been met in the past.

None of the allocations set out in the Site Allocations DPD make any reference to self build. It is considered that MSDC has failed in their duty under the self build act and consideration towards the provision of self build within the district must be given within the DPD.

## Development Policies

### Additional Policy Area Suggested

#### Comments Received: 3

- We strongly advise the Site Allocations DPD should include clearer and stronger policy wording upfront on requiring biodiversity net gain, for individual employment and housing allocations, and strategic allocations (Natural England).
- In order to achieve a robust 'plan-led' approach, we request that:
  1. Substantial efforts are made to maximise the number of allocations for residential development on sites within town centres – presently there are no allocations for residential development within Burgess Hill town centre in the DPD and we would request the Council undertakes a thorough review of sites within the town centre and their potential to deliver residential development; and
  2. Minimum densities should then be set for those sites (Developer).
- A policy in the DPD should be included confirming a presumption in favour of supporting residential land uses on town centre sites such as the Shopping Centre in order to support brownfield residential delivery (Developer).

#### Actions to Address Comments:

- Appendix C of the Sites DPD includes General Principles for development, this refers to biodiversity net gain. These principles will be made clearer in the Regulation 19 version of the Sites DPD.

### General Principles (Appendix C)

#### Comments Received: 4

- We would ask that mention is made of aerodrome safeguarding considerations (Gatwick Airport).
- Landscape and Visual Impact Assessments (of an appropriate level of detail for plan-making stage) should be carried out of those sites proposed in the AONB to better inform the decision on whether they should be allocated and to inform the criteria that accompanies the allocations (High Weald AONB Unit).
- Under 'Landscape considerations', we welcome the third bullet point which sets out requirements with regard to the SDNP, however, we request that this requirement is integrated within the development criteria of the relevant allocation policies for allocations within the setting of the National Park. Under 'Historic environment and cultural heritage' we suggest reference is also made to historic landscape (South Downs National Park).
- Amend wording in Appendix C to include reference to waste safeguarding (West Sussex County Council).

#### Actions to Address Comments:

- Appendix C to be reviewed and additional requirement added where necessary.

654 Mr S Molnar

Organisation: Terence Orouke

Behalf Of: St Modwen Developments

Promoter

Reference: Reg18/654/4

SMD notes that the method for converting employment forecasts to a land requirement was found sound at the examination of the District Plan, so MSDC has used the same approach for the site allocations document, with more up to date economic forecasts.

We note that this work has shown that an additional 10-15ha of B-Class employment land is required. The figures indicate a need of just over 8ha in B8.

It is also noted that 17.45 ha is allocated. The excess (over the 15ha upper end need) is there to ensure robust delivery of the need figure.

SMD supports the proposal to provide land in excess of the upper end of the identified need. However SMD considers that SA1 is somewhat unambitious in identifying only 17.45ha. Whilst this meets (and exceeds) the calculation of need in Mid Sussex using the same method as in the District Plan, it does not take account of the location of mid Sussex at the heart of the Gatwick Diamond, which brings potential to enhance the economic prosperity of the wider area. It is important that Mid Sussex takes a wider view and benefits fully from the opportunities this presents.

SMD notes that the joint Economic Growth Assessment (2014) highlights a high degree of economic inter-relationship between Crawley, Horsham and Mid Sussex. Overall economic strength is dependent on ongoing and continued joint-working and effective management of strategic issues across the economic sub-region, particularly with those authorities whose economies are critically interrelated to Mid Sussex. It is notable that Mid Sussex aims to continue to support the Mid Sussex economy and wider economic sub-region in collaboration with other local authorities and alongside the work of the Coast to Capital Local Enterprise Partnership over the Plan period.

It is also notable that Policy DP1of the adopted District Plan (Sustainable Economic Development) encourages new businesses to the District in order to meet aspirations for economic growth and the wider benefits this would bring.

The Northern West Sussex Economic Growth Assessment 2014 concludes that:

"There is a likelihood that Crawley will not be able to fully meet its identified business needs for the whole of the Plan period. In this context, there may be a requirement for unmet needs from Crawley to be accommodated in adjoining authorities (including Horsham District and Mid Sussex)..."

To promote the continued prosperity of the Gatwick Diamond and plan for its future growth, a Gatwick Diamond Local Strategic Statement has been prepared on a joint basis and endorsed by the two county councils and six local authorities covered by the area (including Mid Sussex). The Statement sets out a commitment among local authorities to work together to promote the economic function of the Gatwick Diamond, recognising the strength of Crawley/Gatwick as a business location.

SMD notes that Crawley's July 2019 Local plan consultation draft states in the Foreword that:

" Crawley will not be able to meet its housing and employment needs in full because of its small size and constraints including flooding, aircraft noise and safeguarding. We are, therefore, reliant on effective cooperation with our neighbouring authorities to help address Crawley's unmet needs. New development may come forward just outside Crawley's boundaries..."

Crawley's draft plan identifies an outstanding need for at least a further 32.8 hectares of land just to meet the minimum baseline demand of 44.6 hectares of land for business class uses.

Given the site's location on the border with Crawley and close to Gatwick Airport, its allocation for additional employment land will help to contribute to this wider sub regional need, helping to meet both Crawley's unmet needs and the wider needs at the heart of the Gatwick Diamond.

The addition of a further site that can deliver 3.5 ha of additional B1/B8 will further enhance the ability to ensure robust delivery of the identified Mid Sussex need figure, and will enhance the ability to provide a contribution to Crawley's unmet needs on a site located adjacent to the Crawley Borough boundary. The site is also an extension of an existing employment area that is in an excellent location next to J10 of the M23 that is seeing considerable interest in terms of marketing of the existing consents for B8 uses. The identification of the site in the Mid Sussex Site Allocations DPD will not only provide additional headroom to meet Mid Sussex's needs in the event that other identified sites do not come forward, it will also contribute to the wider economic needs of the Northern West Sussex area, the Gatwick Diamond, and the Coast to Capital Local Enterprise Partnership.

693

Mrs S Holloway

Organisation: Vail Williams

Behalf Of: Turvey Corporation - Silverwood Copthorne

Promoter

Reference: Reg18/693/3

In addition, whilst we understand that your draft Site Allocation DPD meets the identified requirement for 10-15ha of employment floorspace, we consider that development opportunity would be best sought from brownfield sites as these represent sustainable development in accordance with policy DP1 (Sustainable Economic Development) and national planning policy; to make effective use of land. Therefore, we believe site allocations should seek where appropriate, the intensification, redevelopment and/or extension of existing employment sites, such as Silverwood.

713	Mrs H Hyland	Organisation:	Environment Agency	Behalf Of:		Statutory Consultee
Reference: Reg18/713/1						
As a general point the employment site allocations do not provide such comprehensive site specific requirements as detailed for the housing site allocations. We would recommend where specific issues need to be addressed on individual sites these should be identified up front.						

1049	Mr M Bates	Organisation:	Horsham District Council	Behalf Of:		Local Authority
Reference: Reg18/1049/5						
Given that some employment allocations are relatively close to the administrative boundary, we may, as with the housing sites which have been identified have comments at the Regulation 19 stage should the emerging evidence base suggest in-combination cross-boundary impacts likely to arise from these allocations.						

696	Mr P Ranier	Organisation:	DMH Stallard	Behalf Of:	Ampito Group	Developer
Reference: Reg18/696/7						
The level of development proposed in this location is considered to be disproportionately high and out of scale with the existing pattern of development. It is considered that a more effective strategy would be to allocate a broader spread of employment sites throughout the District, in particular locations close to settlements to the north of the District, including Crawley. This would ensure that such a disproportionate burden is not placed on the landscape, ecology and amenity of residents in one area whilst providing a broader range of locations for employers seeking sites in Mid Sussex. It is considered that this would represent a more effective and sustainable strategy to the delivery of employment floorspace and would ensure that employment opportunities are fairly distributed through the District.						

## Supporting Documents

### Sustainability Appraisal – General Comments

Comments Received: 20

- Although we wholly support the SA process and assessment of land east and south of Imberhorne Upper School, it does not appear to identify the additional positive contributions the proposal will make towards education and health through the delivery of a 2FE primary school, land for Imberhorne Secondary School, a care village and GP surgery. (Developer)
- The SA/SEA has not considered/assessed all reasonable alternatives which suggests that the Draft SA DPD has not been Positively prepared as it does not meet the objectively assessed needs of the Category 3 Settlements or is Justified by not having the most appropriate strategy when considered against the reasonable alternatives (Developer)
- The Options presented were not sufficiently different in terms of addressing the approved spatial strategy. The choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. (Developer)
- Support the conclusions reached in the SA with regard to the inclusion of a supplement policy for existing employment sites in the draft Site Allocation DPD, however concern with the conclusion reached regarding the preferred strategy for meeting the 10-15ha of employment need over the plan period. (Developer)
- All of the options contain the '20 Constant Site' with no derivation of alternative options such as those which seek to divert housing growth away from the AONB or designated heritage assets (Developer)
- Whilst the SA concludes that Option A is the most suitable approach for meeting employment need, need for B8 accommodation could be met through further provision of B8 at the existing Hub site (Developer)
- The Sustainability Appraisal (SA) does not identify the need for specialist accommodation (beyond residential nursing care) as a sustainability issue or problem to be addressed (Developer)
- The SA should consider a pallet of non-AONB sites first, to ensure the protection of designations of a national importance, and only when the most appropriate sites have been considered, move towards the identification of AONB sites (Developer)
- Land opposite Stanford Avenue, London Road, Hassock has been excluded through the Sustainability Appraisal based on a flawed assessment of the other site at Shepherds Walk in Hassocks (Site 221). Concern that the Council have not rigorously considered the reasonable alternative of allocating more of, or all of, the remaining 47 sites (that meet the Council's own suitability criteria) (Developer)
- The SA supporting the Site Allocations DPD must consider a reasonable alternative of removing any prospect of impacts upon the Ashdown Forest. (Developer)
- We support the council's decision to prefer option A (for existing employment sites), as we believe that option A would present greater certainty in regard to environmental, economic and social sustainability objectives for the delivery of development on existing employment sites. (Developer)

710

Ms J Coneybeer

Organisation: Natural England

Behalf Of:

Statutory Consultee

Reference: Reg18/710/1

Biodiversity net gain

As a key, general point, we strongly advise the Site Allocations DPD should include clearer and stronger policy wording upfront on requiring biodiversity net gain, for individual employment and housing allocations, and strategic allocations.

The requirement for development to provide biodiversity net gain is already provided for in national planning policy (National Planning Policy Framework (NPPF) paragraphs 170 and 174). The government consultation on mandating net gain closed in February 2019, and the Spring Statement confirmed that mandatory net gain would be taken forward. Further detail on the implementation of mandatory net gain is set out in the government’s response1 to the consultation issued in July 2019. We welcome that several individual allocation policies in the DPD reference net gain, stating ‘Conserve and enhance areas of wildlife value to ensure there is a net gain to biodiversity. Avoid, mitigate and compensate for any loss to biodiversity through ecological protection, enhancement and mitigation measures.’

However we advise the DPD makes clear upfront that all development proposals should provide measurable uplift in biodiversity, in line with net gain guidance2 jointly produced by CIEEM CIRIA and IEMA. This includes advice to support local authorities with evidence gathering and provides further detail on good practice principles for securing measurable net gains. In particular, we highlight the 10 good practice principles which are contained within this document, and Chapter 4 which focuses on plan making. The net gain approach should also be based on using the Biodiversity Metric3 (current version 2.0).

In requiring biodiversity net gain, this would strengthen the Council’s adopted District Plan policy DP38 Biodiversity which states (our emphasis): ‘Biodiversity will be protected and enhanced by ensuring development: ...Contributes and takes opportunities to improve, enhance, manage and restore biodiversity and green infrastructure, so that there is a net gain in biodiversity, including through creating new designated sites and locally relevant habitats, and incorporating biodiversity features within developments’.

We also strongly advise the Council considers setting out a detailed approach to net gain in a devoted Supplementary Planning Document (SPD) to support the District Plan. This should set out a clear and positive strategy that aims to minimise impacts on biodiversity and secure appropriately funded, long term measurable gains for the natural environment. It would also provide developers and the community with detailed understanding and certainty on how net gain would be achieved. Natural England would be pleased to work with the Council further on biodiversity net gain and embedding it into the District Plan.

Introduction

This representation is submitted as part of the Mid Sussex District Council, Site Allocations Development Plan Document (‘DPD’) consultation. It is submitted on behalf of Northern Ireland Local Government Officers’ Superannuation Committee (‘NILGOSC’) c/o LaSalle Investment Management, as owner of the Market Place Shopping Centre in Burgess Hill town centre.

The purpose of the representation is to provide observations that the DPD should give consideration to the delivery of residential development within the town centre in accordance with the requirements of national planning policy.

Background to the Representation

As the Council is aware, town centres and the role that they play in communities is evolving. This is a response to both changing consumer habits and digital technology that both creates opportunities to attract consumers to town centres, but can also reduce the attraction of centres (for example as a result of online shopping).

In response to a shift in consumer habits, landlords and operators of commercial property assets have sought to provide a much wider offer to increase attraction and dwell times within town centres. This has resulted in new and reimagined forms of attractions in centres. A particular emphasis has been directed towards increasing the delivery of residential-living within town centres. This can have significant positive effects on town centres by increasing dwell-time and enhancing spending within centres.

The National Planning Policy Framework (‘NPPF’) recognises the evolution of town centres and the latest version published in February 2019 provides a more comprehensive ‘Town Centre First Approach’ to main town centre uses, and in particular the delivery of residential development in centres. Paragraph 85 of the NPPF sets out the plan-making framework for ensuring the vitality of centres and states:

‘Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

...

f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.’

Further, Paragraph 123 states that plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. The plan should include the use of minimum density standards for town centres. The standards should seek a significant uplift in the average density of residential development within town centres, unless it can be shown that there are strong reasons why this would be inappropriate.

Paragraph 121 confirms that Local Planning Authorities should take a positive approach to applications for alternative uses and support proposals that use retail land for homes in areas of high housing demand.

It is against the above background that the representation set out below is submitted.

The Representation

There is currently a disjoint between the Council’s development plan and the NPPF, as the development plan pre-dates the NPPF. The Mid Sussex District Plan 2014 – 2031 (‘District Plan’) was adopted in March 2018 and the publication of the updated versions of the NPPF in July 2018 and February 2019.

Therefore, whilst the District Plan provides policy support for ensuring the vitality and viability of town centres, it does not do this with specific reference to supporting the delivery of residential development in town centres.

As stated above, the NPPF provides a positive framework that development plans should recognise the role that residential development can play in ensuring the vitality and viability of town centres. It is well-understood that providing a strong residential platform within town centres increases the critical mass of people and attraction to a town centre to the benefit of all existing commercial uses, services and community facilities.

It follows that increasing residential development within town centre can strongly support policy objectives to secure sustainable economic growth. Further, the delivery of residential uses within town centres provides the opportunity to meet sustainability and environmental objectives through delivering higher density residential uses that utilise less land, are frequently delivered on previously developed land and are in close proximity to existing sustainable transport infrastructure.

Local Plans must be consistent with the NPPF<sup>1</sup>. It follows that policies in the emerging Local Plan that adopt the above approach will accord – as required – with the NPPF.



We therefore request as part of this consultation process and in order to achieve a robust ‘plan-led’ approach that:

1. Substantial efforts are made to maximise the number of allocations for residential development on sites within town centres – presently there are no allocations for residential development within Burgess Hill town centre in the DPD and we would request the Council undertakes a thorough review of sites within the town centre and their potential to deliver residential development; and

2. Minimum densities should then be set for those sites.

We consider that the above approach is acutely important given the near 15-year period in which the DPD will cover.

There are no current plans for the delivery of residential development on Market Place Shopping Centre site.

However, given the long-term period that the DPD will cover and the requirement to enhance residential living within town centre locations a robust policy approach that accords with national policy will ensure that there are policies that adopt significant flexibility and future-proofing for the role that sites can play in supporting town

1 Paragraph 35 (d) of the NPPF.

centre vitality and viability. Accordingly, a policy in the DPD should be included confirming a presumption in favour of supporting residential land uses on town centre sites such as the Shopping Centre in order to support brownfield residential delivery.

Conclusion

The approach to the emerging DPD that is requested by this representation accords with the NPPF. We request that the necessary consideration is given to the identification of sites within the town centre to support residential development, and that a policy should be included within the DPD confirming support for the delivery of residential development within town centres.

**74** **Ms A Purdye****Organisation:** Gatwick Airport**Behalf Of:****Statutory Consultee****Reference:** Reg18/74/1

We would ask that mention is made of aerodrome safeguarding considerations. Gatwick Airport Ltd are a statutory consultee and aerodrome safeguarding is a statutory requirement under ICAO (International Civil Aviation Organisation) & EASA (European Aviation Safety Agency), it is embedded in the Town & Country Planning process by way of DfT/ODPM Circular 01/2003 'Safeguarding of Aerodromes, Technical Sites & Military Explosives Storage Areas Direction 2002.

We would request the following be added to each site under 'Site Specific Requirements':

Aerodrome Safeguarding Requirements

Ensure that proposed development on this site does not impact on the safe operation of Gatwick Airport. The following must be taken into consideration:

- o Impact of buildings & structures on navigational aids & instrument flight procedures
- o Schemes that contain large areas of landscaping, water bodies including SUDS schemes, buildings with large areas of flat/shallow pitched roofs and waste & recycling sites could attract birds in large numbers which could increase the birdstrike risk to the airport
- o Large and/or coloured lighting schemes close to the airport
- o Wind turbines or large areas of solar panels

**642** **Ms C Tester****Organisation:** High Weald AONB Unit**Behalf Of:****Statutory Consultee****Reference:** Reg18/642/2

Recommended Action: Landscape and Visual Impact Assessments (of an appropriate level of detail for plan-making stage) should be carried out of those sites proposed in the AONB to better inform the decision on whether they should be allocated and to inform the criteria that accompanies the allocations.

**777** **Mrs L Howard****Organisation:** South Downs National Park**Behalf Of:****Local Authority****Reference:** Reg18/777/14

Appendix C: General Principles for All Housing Site Allocations

Under 'Landscape considerations', we welcome the third bullet point which sets out requirements with regard to the SDNP, however, we request that this requirement is integrated within the development criteria of the relevant allocation policies for allocations within the setting of the National Park.

Under 'Historic environment and cultural heritage' we suggest reference is also made to historic landscape.

The principles under 'Biodiversity and Green Infrastructure' are supported and we welcome the opportunity to continue working with MSDC on green infrastructure matters.

Notwithstanding the above concerns and requested changes, we would like to wish you well in the progression of your Site Allocations DPD. If you have any questions on the content of this letter, please do not hesitate to contact me.

792	Mrs T Flitcroft	Organisation:	West Sussex County Council	Behalf Of:		Local Authority
Reference:		Reg18/792/4				

Appendix C: Amend wording in Appendix C to include reference to waste safeguarding:  
Minerals and Waste Safeguarding  
Have regard to the presence of mineral resources that might be sterilised by non-mineral development and the proximity of any proposals to existing minerals and waste infrastructure that might prevent or prejudice their operation. West Sussex County Council should be consulted regarding any applications for development in a Mineral Consultation Area (MCA) or Waste Consultation Area (WCA) in accordance with the West Sussex Waste Local Plan (2014), the Joint Minerals Local Plan (2018) and the accompanying Safeguarding Guidance.

582	Mr & Mrs R & T Tullett	Organisation:		Behalf Of:		Resident
Reference:		Reg18/582/1				

This draft Site Allocations DPD proposes an extra c800 dwellings to be added to the District Plan target for the East Grinstead area - this would bring the total number of homes to be provided in the East Grinstead area during the District Plan period (2014 to 2031) to around 2500 - thus adding around 25% to the population of East Grinstead. Our comments below relate to the Housing Sites SA18, SA19, SA20.

The East Grinstead and District Cycle Forum is supportive of sustainable development, but there is nothing in these proposals that gives us any confidence that the necessary investment in sustainable transport infrastructure and services (Cycling, Walking and Public Transport) will be made. If these plans take away the open countryside we enjoy for our physical and mental wellbeing, and add 25% to the number of car journeys undertaken in the area, the health, economic and environmental damage will be enormous.

Very little is proposed for sustainable transport measures in this DPD – bus priority lanes on the A264 to Crawley, a bus stop on the Imberhorne Farm development, a new cycling/walking link to the Worth Way. The Systra Transport study states these measures might deliver a 2 or 3% reduction in the additional car journeys that another 750 homes, GP surgery, new primary school, care home etc. might generate. A completely inadequate response to the challenge.

The highway improvements to A264/A22 junctions, as proposed in the Atkins 2012 study, are referenced in the draft DPD at SA35, and the junctions shown in Appendix E. However, it is acknowledged that these were designed to address existing congestion and will not provide capacity for significant additional journeys. There seems to be an acceptance of permanent rush hour gridlock on the A22/A264 London Road in East Grinstead, and a suggestion that new traffic generated from Imberhorne Farmlands (SA20) can be allowed to use routes B2028/B2110 via Turners Hill until they are also gridlocked. Only then would people be forced to use sustainable transport options. No specific transport measures are proposed to support 200 new homes on Crawley Down Road (SA19), beyond the minor improvements included in Surrey CC investment plans.

The East Grinstead Cycle Forum wants MSDC to address the following issues before progressing the draft DPD to the next stage:

- Completion of a fully funded Local Cycling and Walking Infrastructure Plan (LCWIP) for the whole of East Grinstead to work out how we can achieve the modal shift to cycling/walking journeys in the town, through safer roads and new purpose-built cycle routes. We are ready and willing to contribute to the execution of an LCWP in East Grinstead.
- Provide much greater clarity on the level of private car usage that is predicted on the A22/A264 and other routes to the west of East Grinstead, and how this is forecast to change over the next 5, 10 and 15 years.
- Upgrade the surface of all existing Bridleways and Restricted ByWays in the East Grinstead area to provide conditions suitable for commuter and everyday cycling.
- Develop plans for a step change in investment in local buses, to ensure that bus services are much more frequent, reliable, quicker and more competitive on price. Honestly address the problem of how this can be delivered and maintained in the long term, given the current deregulated bus services in West Sussex, and the history of subsidy cuts to rural buses in this area.

In order to illustrate the real-world impact that well-designed safe cycling infrastructure can have please take note of the following:

- 1.The East Grinstead Strategic Development Transport Advice Report states that 7,346 car journeys are carried out every morning rush hour.
- 2.A recent survey by the Brake road safety charity stated that "35% of people would switch to cycling for commuting if the roads were less dangerous"
- 3.66% of all British journeys are under 5 miles - a distance easily cycled in less than 30 minutes.

Using the above data, it is clear that good quality cycling infrastructure has the potential to take nearly 1,700 car journeys off the road every morning rush hour. The positive impact of this on congestion, air quality, public health and well-being as well as parking, road maintenance, road policing and road safety is too significant to ignore any longer.

In conclusion, the East Grinstead Cycle Forum doesn't believe that the proposed additional development for East Grinstead will be "sustainable" as defined in the 2019 NPPF unless we have clear and realistic transport strategies to avoid ever increasing reliance on the private car. These proposals in their current form merely lock in car dependency for another generation.

#### Actions to Address Comments:

- Site appraisals will be reviewed following any updates to site assessments in the revised Site Selection Paper 3: Housing
- Assessments related to AONB sites will be reviewed following the additional work on AONB sites requested by the High Weald AONB Unit (assessment of 'Major' development and production of Landscape and Visual Impact Assessment)
- A revised Sustainability Appraisal, addressing any additional site options, policy options and necessary amendments, will be published at Regulation 19 stage.

#### **Habitats Regulations Assessment – General Comments**

##### Comments Received: 6

- Concur with the findings of the HRA report for both the air quality impact pathway and recreational pressure (Natural England).
- For the air quality impact pathway, Natural England agrees with the conclusions drawn, at this stage, that proposed growth through the Mid Sussex draft Site Allocations DPD is unlikely to have an adverse effect on integrity of the Ashdown Forest SPA/SAC. This is given the context of longer-term projections in emissions improvements along with proposed highway improvements as part of the District Plan and Site Allocations DPD, to minimise retardation of improvement in air quality in Ashdown Forest (Natural England).
- Similarly, for recreational pressure, Natural England agrees with the conclusions drawn, at this stage, that proposed growth through the Mid Sussex draft Site Allocations DPD is unlikely to have an adverse effect on integrity of the Ashdown Forest SPA/SAC. This is given the requirement for residential developments to contribute to the Strategic Access Management and Monitoring (SAMM) Strategy as agreed with Natural England and other affected local authorities, as well as the provision of strategic SANG to provide for the target housing growth through the DPD (as in line with District Plan Policy DP17) (Natural England).
- The proposed SANG associated with SA20 will need to be carefully and sensitively designed, in line with agreed SANG guidance, but also to address potential impacts on the nearby ancient woodland at this location (Natural England).
- Wealden District Council notes the direction of the HRA and certain considerations, which are key to the conclusion made of 'no adverse impact' as a result of air pollution on Ashdown Forest, diverge from the approach taken and the overall conclusion made in respect to the HRA Submission Wealden Local Plan. Wealden District Council wishes to reserve the right to further comment on the HRA, when it has had the opportunity to consider the Inspector's letter in detail (Wealden District Council).
- Welcomes the detail of the draft HRA, however, considers that further evidence will be required for the next version of the HRA to support the current recommendations and to conclude that the Site Allocations DPD will not adversely affect the integrity of the Ashdown Forest SPA and SAC (CPRE Sussex).
- Requests that the next version of the HRA includes the number of new dwellings and employment places that are being assessed. It should also state whether the step-up in the housing trajectory as outlined in District Plan Policy DP4 has

been taken into account. The HRA should include details of the highways improvements (CPRE Sussex).

- The Council's evidence fails to show that development of the proposed sites at East Grinstead will have no adverse effect on the Ashdown Forest SPA and SAC. No monitoring available for the East Court & Ashplats Wood SANG and the SAMM Strategy to assess its effectiveness (Felbridge Protection Group).
- There is a difference in approach to air quality impacts between Mid Sussex District Council and Wealden District Council (Felbridge Protection Group).
- Acknowledges that the HRA concludes that the Site Allocations DPD will not result in likely significant effects on the Ashdown Forest SPA and SAC (Developer)

Actions to Address Comments:

- In the next version of the HRA report provide additional information on the number of dwellings being assessed and the highways improvements.
- A SANG Topic Paper will be prepared to present evidence on visitor surveys.
- A monitoring strategy is being prepared for SAMM.
- Ongoing discussions with Wealden related to the findings of the Inspector's report into the Wealden Local Plan Examination.

738	Ms K Lamb	Organisation: DMH Stallard	Behalf Of: Welbeck - Imberhorne	Promoter
Reference: Reg18/738/4				

Sustainability Appraisal

Welbeck support the Council’s thorough assessment of the ‘sifted sites’ which subject to minor amendments is a sound evidence base to support the SA DPD.

Following the SHELAA process, the Council have appropriately assessed the sites through the Sustainability Appraisal (SA) categorising the land west of Imberhorne Upper School (Site Ref #770) as one that performs well and should therefore be taken forwards to site allocation. Crucially, this supports the delivery of housing at East Grinstead, to meet the identified residual housing need.

Welbeck support the Council’s sustainability appraisal of the site at pages 125 and 126 of the SA (referred to as Option E), acknowledging that the site will positively contribute (‘++’) towards the residual housing need of East Grinstead (it is noted that there are various iterations of the residual requirement running throughout the document, but noted as being 830 dwellings at the time of publication of the SA DPD and at Table 12 of the SA). As a large site, it is also capable of accommodating a range of housing types and sizes, including small family dwellings and affordable housing; the site will also delivery housing for the older population through the proposed Care Village.

In conclusion, the SA (page 126) notes that weight should be afforded to those sites that can contribute towards this residual requirement, where the positives would outweigh the negative impacts, this wholly accords with the presumption in favour of sustainable development set out in the NPPF.

Although we wholly support the SA process and assessment of the land west of East Grinstead (now referred to as land east and south of Imberhorne Upper School), it does not appear to identify the additional positive contributions the proposal will make towards education and health through the delivery of a 2FE primary school, land for Imberhorne Secondary School, a care village and GP surgery. Paragraph 3.30 of the SA identifies that primary schools are at 93% capacity in the East Grinstead area, whilst East Grinstead secondary schools are at 89%. The delivery of land for the expansion and consolidation of Imberhorne Secondary School and land for a new primary school, will allow for further capacity within the wider area over and above that required for the site alone. Additionally, Welbeck are committed to delivering a GP surgery where supported by the CCG, which would improve the assessment of the health objective.

Additionally, it is questioned how sites in Felbridge (SHELAA sites 196 and 595) are stated to have positive regeneration outcomes whereas strategic development at East Grinstead will has a lesser effect on regeneration. Felbridge is a small settlement with minimal services, furthermore, the majority of Felbridge is in Tandridge District and Surrey County and therefore it is questioned what regeneration could be delivered through these small sites, which would benefit Mid Sussex District. Conversely, strategic development at East Grinstead will positively support the Town Centre through an increase in population and therefore footfall, encouraging new investment in the Town Centre, we therefore submit that the assessment of regeneration impacts arising through the development of land at Imberhorne (Option E) should be enhanced to ‘++’.

Furthermore, we submit that the assessment of the biodiversity impacts should be improved to at least ‘O’. It is acknowledged that the site is adjacent to Ancient Woodland and the Worth Way, a Local Wildlife site, however, there will be no direct impact on these designations as they fall outside the site. Additionally, through the delivery of the proposal, significant landscaped open space will be delivered, including 17ha of formal and informal open space and c40ha of Strategic SANG, both of which will deliver ecological enhancements over the current farmed use of the land.

Additionally, the Environmental Bill has had its second reading and is likely to become made legislation over the Plan Period, requiring biodiversity net gains.

<b>730</b>	<b>Mr J Farrelly</b>	<b>Organisation:</b> Genesis	<b>Behalf Of:</b> Wates - Park Road Handcross	<b>Promoter</b>
<b>Reference:</b> Reg18/730/3				
<p>Paragraph 6.42 and its accompanying table, Table 16 – Supply from 20 ‘constant sites’ Sites of the SA confirms that whilst the supply in some of the Category 3 Settlements has exceeded the residual requirement for a particular settlement, others have underprovided against the requirement. Taking these supply figures for all the Category 3 Settlements indicates that there is an undersupply of - 136 in total. Paragraph 6.43 of the SA acknowledges this situation and states that “Whilst there is a shortfall at Category 3, this can be met by an over-supply at Category 1”. Paragraph 6.48 goes onto to state that, ‘It is therefore concluded that, should additional sites be required, these should be drawn from sites in the highest settlement category in the hierarchy’.</p> <p>This means that the SA/SEA has not considered/assessed all reasonable alternatives which suggests that the Draft SA DPD has not been Positively prepared as it does not meet the objectively assessed needs of the Category 3 Settlements or is Justified by not having the most appropriate strategy when considered against the reasonable alternatives. This means that the plan is not Consistent with national policy as it does not result in the delivery of sustainable development. Taken as a whole the draft SA DPD is therefore unsound.</p>				

<b>684</b>	<b>Mr C Noel</b>	<b>Organisation:</b> Strutt and Parker	<b>Behalf Of:</b> Paddockhurst Estate Turners Hill	<b>Promoter</b>
<b>Reference:</b> Reg18/684/7				
<p>MSDC are required to assess potential reasonable alternative strategies against the selected approach developed for the purposes of the Regulation 18 version of the SADPD. The Council purports to have carried out that exercise by considering three potential Options for the SADPD consultation, as set out in the committee report.</p> <p>The Options presented however were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.</p> <p>Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included Those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement. In each scenario, the minimum target provision was exceeded in Category 1, 2 and 4 settlements. None of the Options met the Category 3 target residual minimum.</p> <p>This is surprising given that there are nearly the same number of settlements in Category 3 (13) than in all of the other settlement categories where sites are proposed for allocation combined (14). It is not credible that there are no potentially suitable additional Category 3 sites that might be considered as reasonable alternatives for the purpose of the sustainability appraisal.</p> <p>This is all the more pertinent given that the minimum residual provision targeted in the District Plan for Category 3 settlements is the only requirement to have increased under the analysis carried out in support of the SADPD (see section 2 and table above).</p>				

<b>693</b>	<b>Mrs S Holloway</b>	<b>Organisation:</b> Vail Williams	<b>Behalf Of:</b> Turvey Corporation - Silverwood Cophorne	<b>Promoter</b>
<b>Reference:</b> Reg18/693/4				
<p>We support the conclusions reached in the SA with regard to the inclusion of a supplement policy for existing employment sites in the draft Site Allocation DPD. However, we are concerned with the conclusion reached regarding the preferred strategy for meeting the 10-15ha of employment need over the plan period. This is because we believe that the expansion, redevelopment and/or intensification of existing employment land presents a more positive impact on SA objectives comparative to the allocation of all new sites which include greenfield land. This is particularly the case for impact of development on environmental SA objectives.</p>				



<b>725</b>	<b>Mr A Black</b>	<b>Organisation:</b> Andrew Black Consulting	<b>Behalf Of:</b> Village Developments Floran Farm	<b>Developer</b>
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**Reference:** Reg18/725/5

It is not considered that this assessment of Option A, B and C is a sufficient enough assessment of reasonable alternatives as required by guidance and legislation. All of the options contain the '20 Constant Site' with no derivation of alternative options such as those which seek to divert housing growth away from the AONB or designated heritage assets.

<b>706</b>	<b>Mr E Hanson</b>	<b>Organisation:</b> Barton Willmore	<b>Behalf Of:</b> Glenbeigh and Dacorar	<b>Developer</b>
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**Reference:** Reg18/706/2

The SA provides an assessment of alternative employment strategies, namely:

- Option A: Allocate sufficient 'new' employment sites to meet the 10-15ha
- Option B: Meet the need in part through allocating 'new' site and relying on 'windfall' from expansion/redevelopment/intensification of existing sites to meet the remainder
- Option C: 'Do Nothing' i.e. solely rely on the Science and Technology Park to meet remaining need (as well as contributing to wider regional need).

2.4 Whilst the SA concludes that Option A is the most suitable approach for meeting employment need, Glenbeigh/Dacorar consider that the need for B8 accommodation could be met through further provision of B8 at the existing Hub site.

2.5 With regards to land use and impacts upon the countryside, the assessment notes that option A will likely require development of greenfield sites, as would option C. Increased B8 provision at The Hub would minimise the need to develop greenfield land elsewhere in the District for employment use.

The Sustainability Appraisal (SA) does not identify the need for specialist accommodation (beyond residential nursing care) as a sustainability issue or problem to be addressed. It also does not identify the need for specialist accommodation, particularly for the elderly, as an indicator for Social Objective 1, “to ensure that everyone has the opportunity to live in a home suitable for their needs and which they can afford” (pg 32). Focusing solely on housing completions generally and provision of affordable housing.

Section 6 of the SA does not acknowledge the findings of the HEDNA, August 2016, in respect of the need for other forms of specialist housing outside C3 housing. Nor does it address the requirements of Policies DP25 or DP30, which looks to the Site Allocations DPD to consider allocating sites for specialist accommodation to meet identified needs where there is a shortfall.

The SA fails to address elderly accommodation and is wholly not in accordance National policy. The SA is silent on elderly accommodation and has therefore misdirected the Site Allocation DPD into not considering the need to allocate extra care accommodation.

686	Ms K Lamb	Organisation: DMH Stallard	Behalf Of: Furze Lane Felbridge	Developer
Reference: Reg18/686/2				
<p>Noting the positive assessment of the land at Brookhurst, the site is assessed with the SA, however, Reside have concerns regarding the assessment of the site through the SA and the inconsistencies when considered against the SHELAA site assessment process.</p> <p>The SA appraises the site based on 7 units, however, inconsistencies have been applied on the basis that the original SHELAA site assessment considered a wider site and a greater yield. For example, on page 125 of the SA the site is assessed in relation to Objective 1- Housing and states that:</p> <p>“Detailed site work has concluded that it is uncertain whether the suggested yields would be possible on sites (b), (c) and (d) due the layout/constraints of the site.”</p> <p>Whilst the SA states that there is a yield of 7 dwellings, the sustainability appraisal is clearly an assessment of the SHELAA assessment yield of 30 dwellings. There has been ongoing pre-application discussion with MSDC (see attached), which acknowledges the suitability of the site for 7 dwellings, which would clearly suggest that MSDC accept a yield of 7 dwelling is suitable.</p> <p>Table 15 of the SA undertakes an assessment of the final ‘pool’ of sites. At this stage, the site is identified as a site that ‘performs poorly’, based on the negative effects of land use and countryside arising from the assessment of the site through the SHELAA process, it is unclear where this conclusion has arisen, it is not referred to in the sustainability appraisal of the site. It would appear that any earlier dismissal of the site is simply on the basis that it is too small for allocation.</p> <p>In summary, the SHELAA and SA appraisals of the land at Furze field should reflect the same site and development yield and be revisited to ensure there is no confusion in the associated assessment and sustainability appraisal of the site. Furthermore, if the Council wishes to consider the smaller site, as submitted for pre-application discussions, then the SA appraisal should reflect that advice, that the site is more than capable of successfully delivering a yield of 7 dwellings when considered against the constraints of the site.</p>				

<b>737</b>	<b>Ms K Lamb</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Reside Developments	<b>Developer</b>
<b>Reference:</b> Reg18/737/2				
<p>Whilst it is noted that there may be some site or settlement specific justification for the release of some land within the AONB, we question the need to allocate 6 further sites within the AONB, totalling 238 dwellings (noting that the District Plan also allocates 600 dwellings at Pease Pottage, within the AONB), particularly in settlements which have already accommodated development within the plan period, where there are sites, such as the land west of King Business Centre, which are largely unconstrained and outside any defined landscape designations. The SA DPD, through the SA, should consider a pallet of non-AONB sites first, to ensure the protection of designations of a national importance, and only when the most appropriate sites have been considered, move towards the identification of AONB sites. Similarly, the Council have dismissed sites on minimal landscape grounds, but then seek to allocate significant parcels of land close to the South Downs National Park. We submit that sites, such as that west of King Business Centre, where there would be minimal landscape harm, should be considered above those which would have a detrimental affect on either the AONB or National Park.</p>				

<b>762</b>	<b>Mr P Rainier</b>	<b>Organisation:</b> DMH Stallard	<b>Behalf Of:</b> Mr Simon Dougall	<b>Developer</b>
<b>Reference:</b> Reg18/762/2				
<p>The Site Allocations DPD Sustainability Appraisal published with the DPD itself, indicates at para 6.12 and 6.31 that the residual requirement for Scaynes Hill is 134 dwellings and of those only 20 are proposed at Firlands. This leaves a 114 dwelling requirement which has been reallocated elsewhere as no other sites were deemed suitable/promoted for inclusion in the Scaynes Hill area. The Nash Farm site (although modest) should, therefore, be seriously considered as allocation would assist in the delivery of further much needed housing in Scaynes Hill.</p>				

<b>636</b>	<b>Ms R Noke</b>	<b>Organisation:</b> ECA Architecture	<b>Behalf Of:</b> Licensed Trade Charity	<b>Promoter</b>
<b>Reference:</b> Reg18/636/2				
<p>It is considered that reasonable alternatives have not been developed and considered appropriately in order to inform the Sites DPD. The reasonable alternatives have not been appropriately assessed through the Sustainability Appraisal and it is considered that the recently approved site at Kingsland Road should factor into the village boundary, thereby impacting on the initial assessment results. Specifically there needs to be an appraisal of the sites at the LVS Hassocks sites under reference 795 and 796.</p> <p>The Sites DPD has not identified or considered sufficient alternative site allocations taking account the recent permission at Kingsland, (ref: 12/01540/OUT) which alters the defined settlement boundary and direction of growth in Sayers Common. As such, potential housing sites in the village of Sayers Common need to be re-assessed. This is even more pressing given the recent submission of a reserved matters application for Kingsland (ref: DM/19/1148). The implications of this site being developed are that the direction of growth in Sayers Common should be to the North, directly from London Road rather than to the west which would lead to unnecessary encroachment into the open countryside.</p>				

682	Mr P Emms	Organisation:	Gladman	Behalf Of:		Developer
Reference: Reg18/682/2						
<p>The Council should ensure that the results of the SA process conducted through the MSSA preparation clearly justify the proposed site allocations (or any decision not to allocate sites) when considered against all reasonable alternatives, alongside any policy choices that are ultimately made. In meeting the development needs of the area, it should be clear from the results of the assessment why some policy options have been progressed and others have been rejected. Undertaking a comparative and equal assessment of each reasonable alternative, the Council's decision making, and scoring should be robust, justified and transparent.</p>						

791	Ms J Ashton	Organisation:	Judith Ashton Associates	Behalf Of:	Wates - West Crawley Down	Developer
Reference: Reg18/791/9						
<p>Whilst we would question the assumptions made in the SA when concluding on options A, B and C, we do believe that the land west of Turners Hill Road, Crawley Down was unfairly deleted from consideration within the SA at site selection stage 3 and that it should have been a reasonable alternative to those that were assessed, especially as it is not in the AONB, beyond the 7km zone of influence of the Ashdown Forest SPA, and is not as environmentally sensitive as some sites such as the land at Haywards Heath Golf Club. Whilst option C was rejected by the SA, we believe that other larger sites, especially in category 2 settlements that reached site selection stage 3, such as the land west of Turners Hill Road, Crawley Down should have been considered further in terms of reasonable alternatives and that both the SA and the SSP are lacking in their explanation of what was and was not included in the selection process and why it was/ was not included. Further, we believe option C would, in numerical terms, have provided absolute surety of the requirement being met by overcoming issues of under delivery previously experienced in Mid Sussex.</p>						

Reference: Reg18/753/2

The site has successfully passed through each of the three stages of the Council’s methodology for refining the sites into a shortlist for potential allocation. The site, referred to in the Site Selection paper as ‘Land opposite Stanford Avenue, London Road, Hassocks’, was not ruled out following the high level assessment (Site Selection Paper 2) or the detailed site assessment (Site Selection Paper 3) but has instead been excluded through the Sustainability Appraisal process for the following stated reason:

“The SA finds that although the site performs reasonably strongly in relation to the SA objectives, it is not the most strongly performing site in Hassocks. Allocation of Site 210 is therefore unnecessary to meet the spatial strategy.”

Flawed Assessment of Hassocks Sites

This is based on a flawed assessment of the other site at Shepherds Walk in Hassocks (Site 221). For example, the site options assessment for Hassocks within the Sustainability Appraisal shows the Shepherds Walk site as performing better in terms of access to education even though the site is 600m further from any education facilities in the village than our client’s site.

Other than that incorrect assessment, our client’s site performs significantly better against other objectives. For example, the allocated Shepherds Walk site is further from all services, partially within a flood zone and is three times further from the train station (500m from our client’s site – but both have a ‘?’ score for transport). These significant flaws in the assessment result in the Council incorrectly concluding that the Shepherds Walk site is the ‘most strongly performing site in Hassocks’.

We ask that this assessment be revisited as we consider that a factually accurate assessment would show our client’s site to be the most sustainable growth option for Hassocks.

Subjective Assessment of Marginal Sites

Our client’s site is one of ten ‘marginal’ sites that have been excluded from allocation despite the positives of potential development outweighing any potential negative impacts. These sites have been subject to further consideration as additional sites that would provide flexibility but there has been no comparison between sites.

Instead our client’s site has been rejected on the basis of its proximity to an Air Quality Management Area, despite there being no evidence that the development would result in harm to local air quality and couldn’t result in improvements to the AQMA. Other sites, including the allocation at Shepherds Walk, would utilise this busy junction on a day-to-day basis but have not been rejected on this basis.

We are also concerned that the Council have not rigorously considered the reasonable alternative of allocating more of, or all of, the remaining 47 sites (that meet the Council’s own suitability criteria). Their reasons for rejecting this alternative are that:

- The District Plan supports a minimum requirement of 16,390 homes throughout the Plan period, and a significant increase in housing delivery may not be supported by the existing evidence base
- Allocating additional housing is not in accordance with the District Plan strategy and would be better delivered following sufficient testing
- There may be negative in-combination effects

These conclusions are not based on any evidence and don’t demonstrate any genuine attempt to investigate whether this approach could lead to any of the negative effects described in this section of the Sustainability Appraisal. We would expect to see an actual assessment of the in-combination impact of allocating all suitable sites within each settlement – especially given the significant amount of work already invested into the site selection process. We doubt that any ‘in-combination’ adverse impacts would genuinely outweigh the benefits of additional housing delivery (particularly given the known under-delivery of housing across many neighbouring local authority areas).

For example, in Hassocks only two sites have been included in this forty-seven site shortlist. The allocation of both sites would clearly not result in an unbalanced spatial distribution or deliver a

significantly higher amount of housing for the settlement than that envisaged in the District Plan housing strategy.

A slightly more robust assessment of these considerations would likely result in different policy outcomes and the preparation of the Site Allocations DPD (subject to similar scrutiny to the District Plan) provides a reasonable opportunity to reconsider some of the evidence base that underpins the District Plan strategy.

It may well be the case that in some settlements the in-combination effects would be significant enough to outweigh the benefits of allocating all sites (Ansty may be one such location where this could be the case) but the assumptions given for ruling out the allocation of additional sites are broad and generalised.

677

Mr H Bennett

Organisation: Lichfields

Behalf Of: Fairfax Acquisitions LTD

Developer

Reference: Reg18/677/6

This is obviously contrary to the conclusions of the Sustainability Appraisal ('SA') (September 2019). This only tested three options in terms of providing a supply buffer: 121 units (0.007% buffer), the chosen 445 units (2.8% buffer) which was concluded to be sufficient to account for non-delivery, or 751 units (4.5% buffer) 25. Given the fragility of the supply identified in this section of the report and the increasing housing need identified in Section 3.0, the need for additional sites should have weighed more in favour of allocating more sites in the SA when testing reasonable alternative options.

705

Mr O Bell

Organisation: Nexus Planning

Behalf Of: Miller Homes - Lewes Road HH

Developer

Reference: Reg18/705/7

The SA should have regard to the settlement category figures (Table 2.4 of the Site Allocations DPD and score sites at this level. Where sufficient sites cannot be identified within a settlement category, any shortfall should then first be tested in Category 1 settlements. We consider that this approach would promote a sustainable pattern of growth, something the Site Allocations DPD currently fails to do.

Site Selection Paper 3 concludes that a total of 47 sites have potential for allocation but the SA notes that this would yield 3,591 dwellings (more than is required). Table 15 of the SA then categorises the shortlisted sites concluding that only one site on the edge of Haywards Heath 'performs well' (SHELAA ref. 783) and has a capacity of 25 dwellings - site allocation SA21. The only other shortlisted site around Haywards Heath is SHELAA ref. 503 and concluded to be marginal. However, this has a capacity of 630 dwellings and requires the delivery of infrastructure and accordingly is not appropriate for allocation through the Site Allocations DPD.

The SA then reassess 'marginal' sites in order to provide an appropriate buffer on the residual housing requirement. Haywards Heath site SHELAA ref. 503 is reconsidered for allocation but discounted again, principally due to its scale (a conclusion we support). It is therefore demonstrable that additional growth at Haywards Heath has not been proposed as a direct result of the Council concluding no other suitable sites exist, which as outlined earlier is a conclusion we refute, having regard to the availability of land south of Lewes Road.

<b>757</b>	<b>Mr C Noel</b>	<b>Organisation:</b>	Strutt and Parker	<b>Behalf Of:</b>	Croudace Henfield Road Albourne	<b>Developer</b>
<b>Reference:</b> Reg18/757/6						
<p>MSDC are required to assess potential reasonable alternative strategies against the selected approach developed for the purposes of the Regulation 18 version of the SADPD. The Council purports to have carried out that exercise by considering three potential Options for the SADPD consultation, as set out in the committee report.</p> <p>The Options presented however were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.</p> <p>Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement. In each scenario, the minimum target provision was exceeded in Category 1, 2 and 4 settlements. None of the Options met the Category 3 target residual minimum.</p> <p>This is surprising given that there are nearly the same number of settlements in Category 3 (13) than in all of the other settlement categories where sites are proposed for allocation combined (14). It is not credible that there are no potentially suitable additional Category 3 sites that might be considered as reasonable alternatives for the purpose of the sustainability appraisal.</p> <p>This is all the more pertinent given that the minimum residual provision targeted in the District Plan for Category 3 settlements is the only requirement to have increased under the analysis carried out in support of the SADPD (see section 3 and table above).</p>						

<b>685</b>	<b>Mr C Noel</b>	<b>Organisation:</b>	Strutt and Parker	<b>Behalf Of:</b>	Welbeck at Crawley Down	<b>Developer</b>
<b>Reference:</b> Reg18/685/2						
<p>The Options presented however were not sufficiently different in terms of addressing the approved spatial strategy. 20 of the 22 sites ultimately identified in the selected Option were common to all 3 Options.</p> <p>Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement.</p> <p>Option 2 included two additional sites at Burgess Hill (Category 1 settlement) while Option 3 included those sites plus a 3rd site at Haywards Heath (again a Category 1 settlement). This means that the choice around options was solely a choice around the overall number of units to be delivered in excess of the minimum residual requirement. There was no reasonable alternative presented in relation to the spatial strategy and the distribution of development between the settlement categories. Options 2 and 3 simply added additional dwellings to Category 1 settlements and did not seek to redress imbalances between the other settlement categories. The choice provided was against delivering either 112, 455 or 742 dwellings above the minimum residual requirement.</p>						



698	Mrs S Holloway	Organisation: Vail Williams	Behalf Of: Turvey Corporation - Barns Court Copthorne	Developer
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Reference: Reg18/698/5

Chapter 8 of the SA includes assessment of two options for existing employment sites on pages 74-76, which are:

“Option (a): To have a policy that supplements District Plan Policy DP1: Sustainable Economic Development by providing additional policy requirements relating to the protection of existing employment sites, whilst supporting their expansion where appropriate.

Option (b): To not have this policy, and therefore rely on District Plan Policy DP1: Sustainable Economic Development.”

The summary of appraisal on page 75 concludes that option A is the preferred option and therefore an additional policy has been provided in the draft Site Allocation DPD. This policy defines existing employment areas, setting out criteria for appropriate development within, adjacent to or within the vicinity of the identified sites. This will better ensure the appropriate protection and expansion of existing employment sites and relates to policy SA34 (Existing Employment Sites).

We support the council’s decision to prefer option A, as we believe that option A would present greater certainty in regard to environmental, economic and social sustainability objectives for the delivery of development on existing employment sites.

805	Mr P Fairbairn	Organisation:	Behalf Of:	Resident
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Reference: Reg18/805/2

This submission contends that, unfortunately, two prospective sites in HK were demonstrably filtered out prematurely at Stage 3 and would have scored equally or better than those taken to SA, thereby leading to a sub-optimal site allocation for Horsted Keynes in the DPD.

The decision effectively to submit only two sites totalling 55 new homes against a must-meet residual requirement of at least 53 new homes in HK does not enable the SA to draw any meaningful conclusions regarding choices in HK, as advocated in paragraph 3.5.5 of Site Selection Paper 3. There are two other sites that passed the stage 2 sift that I contend should have remained in the shortlist after Stage 3 and been subjected to the Sustainability Appraisal. This would have enabled a meaningful prioritisation of credible choices to be undertaken as envisaged by paragraph 3.5.5.

The two sites where I believe that the evidence warrants their continued consideration are:

SHLAA Site 68: Farm Buildings, Jeffreys Farm – 6 new homes

SHLAA Site 69: Jeffreys Farm Northern Fields – 22 new homes

**710** Ms J Coneybeer**Organisation:** Natural England**Behalf Of:****Statutory Consultee****Reference:** Reg18/710/33

Natural England concurs with the findings of the HRA report, in relation to the first stage of screening in of European protected sites upon which the DPD may have a likely significant effect. This screening identified Ashdown Forest SPA/ SAC, in relation to potential impacts from recreational pressure, and air quality, which have been assessed at the Appropriate Assessment stage. For the air quality impact pathway, Natural England agrees with the conclusions drawn, at this stage, that proposed growth through the Mid Sussex draft Site Allocations DPD is unlikely to have an adverse effect on integrity of the Ashdown Forest SPA/ SAC. This is given the context of longer term projections in emissions improvements along with proposed highway improvements as part of the District Plan and Site Allocations DPD, to minimise retardation of improvement in air quality in Ashdown Forest.

Similarly for recreational pressure, Natural England agrees with the conclusions drawn, at this stage, that proposed growth through the Mid Sussex draft Site Allocations DPD is unlikely to have an adverse effect on integrity of the Ashdown Forest SPA/ SAC. This is given the requirement for residential developments to contribute to the Strategic Access Management and Monitoring (SAMM) strategy as agreed with Natural England and other affected local authorities, as well as the provision of strategic SANG to provide for the target housing growth through the DPD (as in line with the adopted District Plan policy DP17 Ashdown Forest Special Protection Area (SPA) and Special Area of Conservation (SAC)).

Notwithstanding the above, the proposed SANG associated with SA19 and SA20 will need to be carefully and sensitively designed, as set out in our comments in Appendix 1, in line with agreed SANG guidance but also so as to address potential impacts on the nearby ancient woodland at this location.

**595** Ms M Brigginsshaw**Organisation:** Wealden District Council**Behalf Of:****Local Authority****Reference:** Reg18/595/13

The Council has reviewed the Regulation 18 HRA that accompanies the Draft Site Allocations DPD. The Council notes that the direction of the HRA and certain considerations, which are key to the conclusion made of 'no adverse impact' as a result of air pollution on Ashdown Forest, diverge from the approach taken and the overall conclusion made in respect to the HRA Submission Wealden Local Plan.

Wealden District Council is mindful that in due course it will receive the Inspector's letter. On this basis, the Council wish to reserve the right to further comment on the HRA, when it has had the opportunity to consider the Inspectors letter in detail. In the meantime, please see the Wealden Local Plan HRA and supporting documentation and evidence. You may also wish to consider information submitted in respects to a recent Planning Inquiry relating to Mornings Mill,

Reference: Reg18/689/1

We applaud the unusual lucidity and detail of the accompanying draft HRA. Nonetheless we are concerned that, absent further robust evidence in its next iteration to support its current recommendations, the assessment will not provide the Council with the high level of scientific confidence required under the Habitats Regulations to enable it justifiably to conclude that the Site Allocations DPD will not adversely affect the integrity of the two European sites on Ashdown Forest.

Please could the next iteration of the HRA make clear what maximum number of new dwellings and employment places within Mid Sussex it is assessing. We ask because the Council is proposing to allocate sites for more homes than its current Local Plan target and because at policy SA10 the Council intends to increase (by, so far, an unspecified amount) the number of windfall homes it anticipates being completed. It should also be made clear whether or not the final version of this HRA is intended to satisfy the requirement in Local Plan policy DP4 that the proposed step-up in the housing target from 876 dpa to 1,090 dpa (average) be dependent upon a further satisfactory HRA.

The tentative conclusions on vehicle emissions lead to the conclusion that increased traffic flows resulting from the planned additional development will retard the improving background picture of expected reductions in nitrogen and particulate emissions over the life of the Local Plan as more electric or hybrid vehicles, fewer diesel vehicles and other such factors replace the current vehicle mix using Ashdown Forest. In our view such a conclusion would preclude the approval of further development beyond 876 dpa. It is not sufficient, for the purposes of approval of additional nitrogen deposition, if deposition declines overall but the SAC is still overloaded with nitrogen from whatever source.

It should be made clear within the HRA which highway improvements its authors consider will improve air quality on the SAC. The principal highway improvements canvassed by Systra are ones at the A23/A2300 junction west of Burgess Hill and on the A22 at Felbridge. Given the distance of these proposed works from the SAC and the fact that they are designed to speed up and redirect traffic flow, rather than reduce traffic volume, we query how either could have a beneficial air quality effect on Ashdown Forest. The reports of the traffic and air quality consultants on whose findings the HRA depends should be included within the public evidence base documents and available on the SA DPD website page.

The most fundamental environmental constraint on development is the need to ensure that development does not adversely affect the SPA and SAC sites of Ashdown Forest protected under the Habitats Regulations.

The Council’s evidence fails to show that the development of the proposed sites at East Grinstead will have no adverse effect on the Ashdown Forest.

Two potential risks to the sites have been identified 1) disturbance due to an increase in visitor numbers resulting from increased house building and 2) air pollution leading to damage to the sites from increased emissions from vehicles crossing the Ashdown Forest.

We note that whilst the Council’s policy in the District Plan says that the Council will regularly monitor the effect of the Plan, “in combination” with other such plans that might impact on Ashdown Forest, they provide no evidence of such monitoring.

The Council maintains that the risk of increased disturbance can be fully mitigated through a dual approach of providing SANGS and implementing its SAMM strategy.

The SANGS is designed to attract potential visitors away from Ashdown Forest to the alternative green spaces - the SANGS. This policy was based on visitor survey evidence from 2010 and a theoretical mitigation approach. This policy has ostensibly been in operation since 2014 yet we have been unable to find any monitoring reports and no analysis of its effectiveness (or lack thereof). After five years and with the Council now proposing to further increase the potential risk with additional development within 7km of Ashdown Forest under the Site Allocations DPD, it would seem essential that the Council carry out appropriate work to show that their SANGS approach is effective against measurable deliverables. Yet no such evidence is made available.

Similarly, it would be reasonable to expect that the Council would provide some analysis and evidence that the SAMM system is having some positive impact and reaching the quantitative objectives set for it .

No such evidence is provided and so the effectiveness or otherwise of the SANGS/SAMM approach must remain speculative. This does not meet the Habitats Regulations requirement that the Council, as ‘competent authority’, adopt a precautionary approach.

It is our understanding that with respect to the issues of Air Pollution there is a fundamental difference in approach to the matter between Wealden District Council and Natural England.

This difference has been the subject of extensive discussion and submissions during the review of the Wealden Local Plan at Examination and is set out in a number of documents on the WDC website under the Local Plan evidence library. Of particular note would seem to be documents I28, I29, I43, I44 and I45. We suggest that these be added to the Sites Allocation DPD Evidence Base. This matter is currently awaiting the outcome of correspondence between the Wealden Inspector and MHCLG.

MSDC would seem to be ‘hiding behind’ the Natural England advice and to be ignoring the Wealden District Council evidence and conclusions.

It would seem to us that as ‘competent authority’ MSDC should explain the reasons why it takes the view of Natural England and not that of Wealden District Council. Indeed it would seem that such an explanation ought to form part of the evidence that the Duty to Cooperate has been fulfilled.

Thus it would appear that the Council is not currently following the ‘precautionary approach’ required under the Habitats Regulations.

The Council should provide evidence that demonstrates that its SANGS/SAMM policy as implemented, is proving effective at mitigating disturbance risks. It has not done so. Without this, we consider it would be contrary to the Habitats Regulations to allow further development.

The correct approach with respect to potential risks from air pollution due to increases in traffic over the Forest is currently disputed. It is surprising that the Council has not taken this into account in its documentation supporting the draft Site Allocations DPD.

We understand that the Inspector holding the Examination into the revised Wealden Local Plan has written to the Government on the matter but that due to purdah during the General Election campaign nothing may be published<sup>4</sup>.

In view of this it seems that important information is not yet in the public domain, making it impossible to comment further on the Habitats Regulations matters. As a result we reserve the right to commit further once the issues raised during the Wealden Examination are resolved.

There remain uncertainties about the likely negative impact of development at East Grinstead on the Ashdown Forest SPA and SAC.

The Council has implemented a strategy in 2014 which, in theory, is designed to mitigate the effects of disturbance to the SPA protected species. However, the Council has provided no evidence that this mitigation strategy has had any positive effect. This is largely because the Council has not carried out any effective measuring and monitoring despite this being an integral part of the stated policy. The Council has failed to adopt the precautionary principle but rather relies on prediction and hope, rather than factual evidence. We note that the approach by Wealden District Council, the competent authority where the Ashdown Forest is situated, is contrary to that put forward by MSDC and that further advice is being awaited from the MHCLG3. From this, we can only conclude that the issue of Ashdown Forest has not yet been satisfactorily resolved and thus the Site Allocations DPD as it currently stands has yet to meet the condition set out in the Inspector’s Report into the District Plan.

It is noted that allocating the additional housing nearer to Crawley and further away from Ashdown Forest can be expected to reduce any likely risks of a negative impact on Ashdown Forest. For example, the Council argues that the impact from disturbance is directly related to the distance from the Ashdown Forest.

With respect to the impact of traffic on air pollution this matter is not demonstrated and the case put by MSDC seems to contradict that made by WDC. We cannot find evidence that MSDC has met its Duty to Cooperate on this matter.

682	Mr P Emms	Organisation:	Gladman	Behalf Of:		Developer
Reference:		Reg18/682/3				

The HRA supporting the Mid-Sussex Site Allocations DPD identifies a number of potential effects on European Sites, particularly the Ashdown Forest SPA/SAC in connection with the proposed allocations, and discusses mitigation measures to address these impacts through the AA accordingly. These include potential impacts arising through air quality and water resources pathways.

In all of these respects, the AA concludes that through the application of plan-led strategic and proposal-specific mitigation measures, the Site Allocations DPD would not result in likely significant effects on the European sites within the Plan’s zone of influence.