

Main Modification 21 - Index by ID Number

ID	ResponseRef	Name	Organisation	On Behalf Of
112	112/1/MM21	Carole Williams		
619	619/1/MM21	Martin Wiles		
765	765/1/MM21	Ian Gibson	MSDC Ward Member for Crawley Down & Turners Hill	
1433	1433/1/MM21	Bob King		
1475	1475/1/MM21	Becky Peterson		
1488	1488/1/MM21	Tim Johnston		
1588	1588/1/MM21	Corinne Pavey		
1673	1673/1/MM21	Sue Kipps		
1710	1710/1/MM21	Caroline Kettlewell		
1710	1710/2/MM21	Caroline Kettlewell		
1734	1734/1/MM21	Claire Graham		
2007	2007/1/MM21	Mike French		
2056	2056/1/MM21	Alan Brooks		
2056	2056/2/MM21	Alan Brooks		
2083	2083/1/MM21	Martin Sadler		
2093	2093/1/MM21	Daniel Hunter	Burleigh Woods Residents Association	
2227	2227/1/MM21	Gordon Andrews		
2473	2473/1/MM21	Jackie Howe		
2474	2474/1/MM21	Alex Cruickshank		
2475	2475/1/MM21	Elizabeth Neale		
2477	2477/1/MM21	Michael Mancey		
2478	2478/1/MM21	Andrea Cameron		
2487	2487/1/MM21	Matt Griffin		
2492	2492/1/MM21	Ann & Robin Marsh		
2501	2501/1/MM21	Veronica Sutton		
2505	2505/1/MM21	Craig Davis		
2506	2506/1/MM21	Carla Hooper		
2508	2508/1/MM21	Robin McMahon		
2516	2516/1/MM21	Daniel Webber	Merrow Wood	Site Promoter
2548	2548/1/MM21	Geoffrey Tarran		

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 1120
Response Ref: 112/1/MM21
Respondent: Carole Williams
Organisation:
On Behalf Of:

[REDACTED]

From: Charlotte Glancy [REDACTED]
Sent: 03 December 2021 16:44
To: Policy Consultation
Cc: Andrew Marsh
Subject: Fwd: Site Allocations DPD Examination. MM21-SA22

Categories: SITES DPD MM

Hi All,

Please can this be included in your MM responses, it has been sent to me.

Kind Regards

Charlotte Glancy

Programme Officer

C/O Banks Solutions
[REDACTED]

Planning Inspectorate Guidance on the Coronavirus can be found here <https://www.gov.uk/guidance/coronavirus-covid-19-planning-inspectorate-guidance>

Begin forwarded message:

From: Carole Williams [REDACTED]
Subject: Site Allocations DPD Examination
Date: 2 December 2021 at 15:46:44 GMT
To: Charlotte Glancy Banks Solutions [REDACTED]

Dear Ms. Glancy, I write in connection with MM21, Modify Policy SA22 - Land North of Burleigh Lane, Crawley Down.

Since access to this site via Woodlands Close was ruled out by the Inspector, and access via Sycamore Lane, Burleighwoods has also been formally denied by the Burleighwoods Residents

Association, this allocation should be deleted as directed by the Inspector. Kind regards, Mrs. Carole Williams, [REDACTED]

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 6190
Response Ref: 619/1/MM21
Respondent: Martin Wiles
Organisation:
On Behalf Of:

[REDACTED]

From: martin wiles [REDACTED]
Sent: 19 January 2022 19:04
To: Policy Consultation
Cc: ian.gibson@westsussex.gov.uk; lesley.steeds@surreycc.gov.uk;
f.visser@eastgrinstead.gov.uk; cllr.judy.moore@tandridge.gov.uk; Rex Whittaker
(Cllr); 'Infrastructure First'; mims.davies.mp@parliament.uk
Subject: Mid Sussex SA DPD Examination - Main Modification Summary - Comments

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Attention DPD Inspector Mr Fox

In addition to a previous email I would like to make the following 2 points:

- I support Main Modification MM21 (this restricts the access options for the site in Crawley Down)
- I request that para 3.16 of the DPD be amended to include the need for a major scheme to be considered for the A264/A22 Felbridge junction.

Thank you
Kind Regards

Martin WILES
[REDACTED]

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 7650
Response Ref: 765/1/MM21
Respondent: Ian Gibson
Organisation: MSDC Ward Member for Crawley Down & Turners Hill
On Behalf Of:

From: Ian Gibson (Cllr)
Sent: 23 January 2022 18:05
To: Policy Consultation
Subject: DPD Main Modifications Consultation : MM21
Attachments: DPD Main Modifications MM21 response.pdf

Please forward the attached response to the Consultation to the Inspector

Kind Regards

Dr Ian Gibson
Member for Crawley Down & Turners Hill

For Attn. Inspector Mike Fox BA (Hons) DIPTP MRTPI

Sir,

Draft Sites DPD Main Modifications

I am writing to support MM21 relating to Site SA22 in Crawley Down. In addition to removing the option of access through Woodlands Close, I would recommend that the site is removed from the list of sites if the access through Sycamore Lane is not supported by a binding legal agreement between the developers and the landowners before the DPD is published.

I would also draw to your attention the consultation on the draft West Sussex Transport Plan 2022-2036, which has been held since your Hearings concluded. The draft Plan places the "A22 East Grinstead junction improvements" at the top of its list of "Short term (2022-27) road priorities" (p.43) but does not set out any specific plans for how this is to be delivered. In their responses to both the Regulation 18 and 19 DPD Consultations, WSCC requested changes to the text of para 3.16 of the DPD to acknowledge the possible need for a major scheme at the A264/A22 Felbridge junction. The draft text has not been amended and I have been unable to find an explanation for this omission in the DPD material, nor to obtain one from officers. In view of the existing situation at the Felbridge junction and the lack of any solution in the draft West Sussex Transport Plan 2022-2036, I believe that it would be sensible to include the text proposed by WSCC at Regulations 18 and 19 as a safeguard, and I encourage you to consider this. The proposed text is:

"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."

I would like to thank you for the professionalism and thoroughness that you have brought to the DPD Examination process.

Dr Ian Gibson

MSDC Ward Member for Crawley Down & Turners Hill

WSCC Councillor for Imberdown (Imberhorne & Crawley Down) District

1433

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 14330
Response Ref: 1433/1/MM21
Respondent: Bob King
Organisation:
On Behalf Of:

From: Bob King [REDACTED]
Sent: 16 January 2022 22:53
To: Policy Consultation
Subject: Proposed housing development East Grinstead / Felbridge area

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SITES DPD MM

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Mr Fox

I would like to raise with you the following points in relation to proposed developments at Imberhorne Lane (550 houses) and Land to the south west of Crawley Down Road (200 houses)

I would like to support the inspectors modification MM21 to restrict site access options for the site in Crawley Down and also ask that para 3.16 of the DPD be amended to include the need for a major scheme to be considered, and implemented, to resolve the current and future issues with the A22/A264 junction and beyond. This will need to be a major scheme rather than a range of minor mitigations.

In addition I would also like to raise the following issues with regard to the two sites SA19 and SA20.

There are no indications in the proposal about the following:

- Vehicle access to the site whilst under construction and construction worker parking. Both these issues need addressing prior to planning approval in order to ensure safety for other road users and pedestrians. In particular construction traffic should not be allowed to use Rowplatt Lane nor should they use Crawley Down Road for parking and general access.
- The junction at the A264 with the A22 is already over capacity (see further comments below), and at peak times, the journey time to East Grinstead can be in excess of 30 mins. We now travel to Crawley (which we can access much quicker), rather than shop in East Grinstead.
- There are already delays at the junction of Crawley Down road and the A264, the extra 200 homes will only exacerbate this.
- Rowplatt lane is towards the north west of the site, and runs between Crawley Down road and the A264. This residential road is used by a significant volume of traffic wishing to go West on the A264 (towards Crawley/Gatwick). This proposal will significantly increase this traffic flow, to the detriment of safety, because most of the employment areas are to the west. There are no defined measures in the application to alleviate this.
- Access between the two site areas will be across the existing bridleway. To be safe, priority should be provided for pedestrians and riders. Barratt Homes have not detailed how they plan to provide this. In addition how are Barratts planning to provide safe access to walkers and riders during their construction phases, without impeding access.
- Currently both the local Senior and Junior schools are over subscribed. There are no indications in Barratt planning to provide additional school places. I do not believe that there is space on the existing school sites to do this and I do not believe that Felbridge, Tandridge or Surrey councils should provide the funding for these additional places which will be taken by Mid Sussex residence of the proposed development with consequential income going to these councils.
- By the way, Whittington College, which was listed as an educational establishment in the Barratt's information leaflet, is NOT an educational establishment, it is an assisted living residence.

- There is already a shortage of Doctors surgery and Dentist places within the area. There are no indications that Barratts are planning to provide additional health care resources

Way back in 2010, a development next to the one now being proposed on Imberhorne Farm for less than a fifth of the houses, was refused on the grounds of highways congestion.

Since then, the Council's own housing figures show that a further 1,783 houses have been built in and around East Grinstead ... which has resulted in a big increase in traffic on our local roads. Even if we disregard the current proposals to allow a further 750, congestion is already set to become considerably worse once the 1,420 houses already in the pipeline are built.

Yet, West Sussex Highways now support the Council's plan to build many more houses with no mitigation at all.

In approving the Oaks development in 2011, the appeal inspector had this to say ...

"There is a recognised problem of traffic congestion in East Grinstead which has been the subject of studies over the years and is accepted as a major constraint on future growth in and around the town. Locally, peak-hour congestion on the A22 leads to the use of Imberhorne Lane as a cut-through to the B2110 and as part of a rat-run through the Imberhorne Estate to the town centre. The lane has a 30mph speed limit which is regularly exceeded and it is used by commercial vehicles, including in connection with a waste recycling facility, as well as cars. The amount of traffic on the lane leads in turn to congestion on it and this, along with rat-running and traffic speeds can only be to the detriment of the safety of local residents and road users."

In 2017, Mid Sussex assessed potential housing sites as part of the District Plan examination. One of the assessed sites was Imberhorne Farm. At that time the site was REJECTED as unsuitable and the Council recommended that it shouldn't be allocated due to excessive levels of traffic congestion. Their report said ...

"Severe traffic constraints within East Grinstead would limit the amount of strategic development within the town unless significant mitigation is proposed. The site's major negatives relate to the severe transport constraints, which affect all sites in the East Grinstead area."

Mid Sussex commissioned a strategic transport model in early 2020 and used it as evidence to support the proposed housing in East Grinstead. The model clearly showed that the main junctions at Felbridge, Imberhorne and Turners Hill will ALREADY exceed their theoretical capacity.

Theoretical capacity is deemed to be 100% but it is widely acknowledged that significant congestion starts above 90%.

Even if NO additional houses are added to the 1,420 already in the pipeline, the 2020 model predicts that in the next 10 years the Turners Hill junction will reach 115% capacity, the Felbridge junction 108% and the Imberhorne junction 102%. These are the Council's own figures.

But these figures almost certainly understate the future levels of congestion.

The 2020 strategic transport study report acknowledges that it undertook very little traffic surveying and it doesn't say whether any surveying was undertaken at all in East Grinstead. District-wide traffic surveys are very expensive so the Council relied mainly on general growth assumptions to extrapolate data taken from surveys carried out in 2008!

Of course, the model outputs are supposedly validated using data from automated traffic counters but something has clearly gone awry!

The model based all its future projections on a baseline position assumed for 2017 and calculated that the Felbridge junction was only operating at 73% of its capacity and that an average of 3 cars were queuing at peak times.

Regular road users would immediately recognise this assumption to be ridiculous.

There is however, a detailed study of the Felbridge junction on Tandridge Council's website. This was undertaken in 2018 and although only the executive summary has been made public, it clearly shows that the junction was operating at 106% capacity with an average of 48 cars queuing at peak times. Since 2018, first hand experience shows that the position has worsened.

I would also like to highlight the first hand evidence provided by a different inspector in relation to the 2019 planning appeal for 63 homes along the Crawley Down Road ...

"From the local perspective the traffic queuing eastbound on Copthorne Road towards the traffic lights builds up at peak times and frequently reaches as far back as Rowplatt Lane, about 1 km from the junction, and sometimes even further. This was observed during the site visit about 5.30 pm on 15 May and is corroborated by a video camera survey undertaken by the Council over the three-day period 17-19 July 2018"

Additionally, the following needs to be taken into account:

The national planning rules refer to road safety and congestion in terms that are open to interpretation. They say that ...

"Development should only be prevented or 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"

There is no definition of 'unacceptable' but last year the Council commissioned a safety review of selected junctions that they decided were the most impacted by the site allocations.

Strangely, the safety review did not include either of the congested junctions at Felbridge or Imberhorne ... despite nearly half of the proposed housing being a short distance away and despite the high number of collisions recorded there.

Official records show that the Felbridge junction saw a greater number of serious collisions than any of the junctions the Council reviewed!!

Residual cumulative impact.

A 'residual' impact is one that remains after other things have been subtracted or allowed for ... in this case, things that have been done to mitigate or offset the effect of increased traffic.

The Council haven't committed to any road or junction improvements!

A 'cumulative' impact is one that increases by successive additions. It is the combined impact of all things added together. In this case the traffic impact of multiple housing sites that are required to be assessed together as one.

In its assessment the Council only take into account the relatively small number of houses they are currently proposing ... while ignoring the impact of housing sites that are in the pipeline. In other words the traffic from the many sites already approved but not completed is not assessed at all, even though it will soon be adding to the congestion.

The Council's own figures confirm the impact of JUST the houses in the pipeline will make are local junctions significantly over capacity in the near future.

This approach is not credible ... the impact of new site allocations assessed on their own will be much less and allows the Council to add more and more houses to the pipeline without the impact ever deemed to

becoming severe.

Even the interpretation of 'severe' needs some explanation. In simple terms it just means 'very bad', but this is far too subjective. Councils are required to come up with a quantifiable measure and Mid Sussex have decided to interpret a 'severe impact' as one where the levels of congestion get worse by more than 10%.

Unsurprisingly, the Council have not assessed the traffic impact of the latest housing on any of our local junctions as severe.

Unsurprising for two reasons ...

1. The test is almost impossible to meet for junctions already at or near capacity as drivers find ways to avoid overly-congested junctions rather than wait in long queues.
2. The much higher level of housing already in the pipeline is not included in the assessment.

While it is clear that West Sussex Highways broadly supports the Council's latest housing proposals they did provide an explanation why the Felbridge junction failed the test ...

"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." – what a ridiculous statement.

The reference case excludes the proposed houses but includes those in the pipeline up to April 2020. It is also worth noting that a significant number of houses have been added to the pipeline since April 2020 but these are not accounted for in the Council's traffic modelling.

DOES THIS SITE ALLOCATION PLAN NEED TO DELIVER SO MANY HOUSES?

The short and unequivocal answer is NO.

The primary objective of the Council's current site allocations plan is to meet the residual housing need identified by the earlier District Plan examination in 2018 ... which was originally set at 1,280 homes

To allow for unforeseen circumstances the Council planned to allocate a total of 1,764 homes ... which would be an over-supply of 484 (just under 40%).

During the examination, developers trying to get their sites included argued that a buffer of 484 was not enough, given the Council's record of under delivery. But in reply the Council argued that it didn't need any buffer at all ...

"... and the Council's position throughout, has been that you don't need to a large buffer because we have already applied considerable caution in the expectations we place on committed sites, recognising that 40% of the smaller sites won't come forward. So we've always said that we don't actually accept that you need to have a buffer; it's obviously a helpful thing to have but we don't need to have it."

The Council went on to explain to the Inspector that because their recent housing delivery exceeded expectations, the 'residual need' could be reduced from 1,280 to 797 houses.

This lower housing target has now been reflected in the latest version of the Council's plan but the number of homes it allocates has only been reduced by 60. This means that the Council are still planning to allocate 1,704 houses ... an over-supply of 907 houses (more than 138% over supply).

The Council are approving new homes all the time and since the examination in June have approved many more. The official record of planning approvals indicates that the residual need could now be reduced by a further 400 or so houses.

Therefore, if the Council revised its plan to reflect the current housing position rather than the situation that existed 9 months ago, the residual need might well fall to below 400!

This would only represent the minimum number of houses the Council aims to provide but nevertheless, means that the proposed sites in East Grinstead could be withdrawn from the plan while still leaving more than double the number of homes it needs.

One of the tests of soundness requires the Plan to be 'Justified'. I don't think that allocating more than 4 times the number of required homes is justified.

I believe that the council's site allocations plans should be put on hold until they can be re-examined and specifically the consents relating to sites at Imberhorne Lane and the land to the South West of Crawley Down road should be temporarily withdrawn until a full re-examination is carried out.

Robert King



1475

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 14750
Response Ref: 1475/1/MM21
Respondent: Becky Peterson
Organisation:
On Behalf Of:

From: Becky Peterson [REDACTED]
Sent: 17 January 2022 22:42
To: Policy Consultation
Subject: Felbridge developments

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SITES DPD MM

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Mr Fox,

-
- Support Main Modification MM21 (this restricts the access options for the site in Crawley Down)
- Ask that para 3.16 of the DPD be amended to include the need for a major scheme to be considered for the A264/A22 Felbridge junction

Sent from my iPhone

1488

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 14880
Response Ref: 1488/1/MM21
Respondent: Tim Johnston
Organisation:
On Behalf Of:

[REDACTED]

From: Tim Johnston [REDACTED]
Sent: 20 January 2022 14:43
To: Policy Consultation
Subject: Consultation

[You don't often get email from [REDACTED] Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Mr Fox

I SUPPORT Main Modification MM21

In addition, I would like to make clear that there is a need for a major road scheme at the A264/A22 Felbridge junction if any more houses are built in East Grinstead or in Crawley Down (applies also to Crawley Down given the number of Crawley Down residents travelling to East Grinstead including school children in the Imberhorne secondary school catchment).

Tim
[REDACTED]

1588

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 15880
Response Ref: 1588/1/MM21
Respondent: Corinne Pavey
Organisation:
On Behalf Of:

[REDACTED]

From: Corinne Pavey [REDACTED]
Sent: 19 January 2022 17:43
To: Policy Consultation
Subject: Impact of proposed housing developments SA19 and SA20

[You don't often get email from [REDACTED] Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

19th January 2022 Dear Mr Fox,,

I am very concerned about the lack of infrastructure to cater for 750 additional homes at Imberhorne Farm and Felbridge, particularly the inadequate traffic arrangements.

Para 3.16 of the site allocations DPD should be changed to include the need for a major A264/A22 highways scheme at Felbridge Junction, and also Imberhorne Lane and Lingfield Road Junctions.

We moved to Felbridge about 35 years ago and were told then that a bypass was necessary. It has never materialised. Minor adjustments to the junction in the intervening years have achieved little, mainly due to increased house-building, and therefore, traffic since.

We live almost opposite the village hall in Crawley Down Road, Felbridge, not far from where 63 new houses (Chestnut Lodge) are already being built, and from Harts Hall Place, Copthorne Road, Felbridge, where there are a further 26 - all adding to our already congested roads. Not to mention the disruption to existing road users while they are being constructed. I try to avoid travelling at peak times as the traffic can be horrendous, especially with the extra school buses at those times and additional works vehicles. The London Road (main road into East Grinstead) currently has more major works disruption ('expect delays') for 4 to 5 weeks. On a recent trip into town I was held up by this and then another delay at the Lingfield roundabout due to another roadwork near the fire station and finally a further lot of roadworks on Moat Road, this at lunch time.

My other concern is the placement of access roads to these housing developments and for this reason I support the Main Modification MM21 that restricts access options for the Crawley Down site.

Yours sincerely,
Corinne Pavey (Mrs)

[REDACTED]

1673

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 16730
Response Ref: 1673/1/MM21
Respondent: Sue Kipps
Organisation:
On Behalf Of:

[REDACTED]

From: sue kipps [REDACTED]
Sent: 24 January 2022 14:48
To: Policy Consultation; ian.gibson@westsussex.gov.uk
Subject: DPD Main Modification Consultation

You don't often get email from [REDACTED] [Learn why this is important](#)

After reading through the MSDC consultation on the new sites for housing development.

I would like to support the Main Modification MM21. That Site SA22 should be deleted from the plan.

Unless we have more Infrastructure we (in Crawley Down) can just not cope with more housing due to lack of Drs, Dentists, School places and the roads. With all the new developments being built around the area Crawley Down is becoming more and more hemmed in.

Best Regards Sue Kipps

1710

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 17100
Response Ref: 1710/2/MM21
Respondent: Caroline Kettlewell
Organisation:
On Behalf Of:

From: Caroline Kettlewell [REDACTED]
Sent: 23 January 2022 18:37
To: Policy Consultation
Subject: DPD Site Allocation

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir,

Please note our SUPPORT for MM21 (Crawley Down) - & having already regularly enduring quite unbearable delays & heavy traffic all around the locality, forcing us to go elsewhere to shop etc, we wish to comment that there is a MASSIVE need for a major road scheme at the nightmare, we'll over capacity A264/A22 Felbridge junction if any more homes are built in East Grinstead.

Thank you for your time.

Yours faithfully,
Mrs Caroline Kettlewell
Mr Tony Kettlewell

Get [Outlook for iOS](#)

From: Caroline Kettlewell [REDACTED]
Sent: 05 January 2022 18:48
To: Policy Consultation
Subject: SA22

Categories: Laura to move

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

We are writing to implore you to delete Site Allocation 22 from the Local Plan.

There are many reasons why this should be done, not least because Crawley Down has already EXCEEDED its housing allocation - but here are many more:

- **LACK OF INFRASTRUCTURE** - The village school is already heavily oversubscribed, there are NO school places now for children living in the village who have to travel several miles (by car in the main) just to get to school. The SURGERY is heaving & unable to cope with the number of patients as it stands, meaning regular waits of 3-4 weeks to see a GP. 1 tiny basic SHOP having to service some 5500 residents meaning car use is absolutely essential, which goes against what development is supposed to ensure doesn't happen, yet there will be INCREASED car use if this development goes ahead.
- There has already been a substantial increase in TRAFFIC, due to the large Burleigh Woods development that is adjacent to SA22 & the speeds reached coming down Kiln Road (which a new development where SA22 is proposed would affect) are so dangerous, not to mention the increase in vehicle emissions, that WILL affect health hugely.
- TRANSPORT links are very limited with an infrequent bus service to even reach a station (nearest one is nearly 4.5 miles away), meaning increased car use & journeys, not a reduction as is supposed to happen.
- HOMES would need DEMOLISHING in a residential cul de sac being 'touted' as an access option - not one resident in Woodlands Close has 'given in' to the pressure put upon them to sell their home.
- There would be a huge & IRREVERSIBLE impact on WILDLIFE & bio diversity - herds of deer have already been forced off the fields where another developer has managed to squeeze 50 - 60 houses on, there could be protected species on the proposed sites, newts, birds etc

Finally, Crawley Down is called & 'counted' as a village, yet the number of residents we already have constitutes a small town, but is creaking under the strain of far too much new housing, with the NEEDS of its residents unable to be met.

We appreciate how MSDC would benefit, not only from the New Homes Bonus, but also from the extra Council Tax generated from the large number of extra residents this development would mean, and of course the others that would massively benefit financially are the developers (who don't live here, desecrate our countryside but are nowhere to be seen when homes flood, have sewerage issues or when new residents can't get a school place or a vital Dr's appointment), but money really is NOT everything & once fields are gone, they are gone forever.

How wonderful it would be for MSDC to stand firm against the lure & temptation of the money this time & to say “actually CD has had more than enough, more than it’s fair share & more than it was allocated, of new housing” & delete this site.

I can’t believe this is the legacy all of us want to leave for future generations, overbuilding, concreting over & getting rid of green spaces & clean air, forever.

Thank you for your time.

Yours faithfully,
Mr & Mrs Tony Kettlewell

Get [Outlook for iOS](#)

1734

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 17340
Response Ref: 1734/1/MM21
Respondent: Claire Graham
Organisation:
On Behalf Of:

[REDACTED]

From: Claire Graham [REDACTED]
Sent: 20 January 2022 16:15
To: Policy Consultation
Subject: SUPPORT Main Modification MM21

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Mr Fox

In regard to the Main Modification MM21 please note that we fully support the Main Modification MM21. The Copthorne Road is constantly gridlocked and presents frequent delays to general traffic and emergency vehicles. There is an urgent need for a major road scheme which diverts traffic around East Grinstead avoiding the junction of the A264/A22. The addition of more houses in and around this area will add to the congestion and pollution as well as place significant additional pressure on infrastructure resources which are already at breaking point.

Kind regards
Robin Graham
Claire Graham

[REDACTED]

[REDACTED]

2007

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 20070
Response Ref: 2007/1/MM21
Respondent: Mike French
Organisation:
On Behalf Of:

From: MIKE FRENCH [REDACTED]
Sent: 18 January 2022 13:38
To: Policy Consultation
Subject: Main Modification 21

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Mr Fox ,

"Times New Roman";mso-bidi-font-family:"Times New Roman";color:#333333;
mso-fareast-language:EN-GB"> I write to lodge my support for MM21 which restricts the access options for the site in Crawley Down.

"Times New Roman";mso-bidi-font-family:"Times New Roman";color:#333333;
mso-fareast-language:EN-GB">

I write also in relation to para 3.16 of Mid Sussex DPD recommending that it be amended to require a major improvement scheme for the A264 and A22 junction. This junction has been recognised as being overcapacity for some time and previous developers have completely failed to address the problem. The latest being in relation to SA19 where mention was made of their willingness to contribute (unquantified) towards a bus lane. There is of course no possibility of a bus lane on the A22. Even the cycle lane, imposed during covid, was removed because of the extra traffic congestion it created.

Without expenditure way beyond anything the developers are willing to pay or the Council able to fund, a bus lane is complete nonsense, the developers know it and are taking those involved in the planning process as fools if they think they are believed.

Kind Regards

Mike French

[REDACTED]

2056

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 20560
Response Ref: 2056/2/MM21
Respondent: Alan Brooks
Organisation:
On Behalf Of:

From: Alan Brooks [REDACTED]
Sent: 05 January 2022 09:52
To: Policy Consultation
Subject: Site consultation

Categories: SITES DPD MM

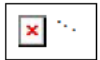
You don't often get email from [REDACTED] [why this is important](#)

Dear Sirs,
With reference to the current housing site consultation.

May I formally register my full support for 'Main Modification' MM21. Site SA22 should be deleted from the plan.

Regards

Alan Brooks
[REDACTED]



Virus-free. www.avast.com

From: Alan Brooks [REDACTED]
Sent: 19 January 2022 11:01
To: Policy Consultation
Subject: Housing.mid-Sussex

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Inspector Fox,

As a resident of Mid Sussex, I wish to formally register my support for Main Modification MM21.

I am also concerned at the lack of infrastructure proposed, lack spatial plan and lack of adequate transport assessment to support the proposals.

There is already severe congestion at the A264/A22 Felbridge junction with the A22 into East Grinstead effectively a linear car park for large portions of the day. This forces many local residents to "take the long way round" and use local roads such as the B2028 B2110 etc as rat runs. A major road scheme at the A264/A22 Felbridge is a necessity now and has been for some years. This MUST be addressed as a prerequisite before any more houses are built in the East Grinstead area.

There are also other fundamental issues -

I have sat in many developer presentations where the answer to questions re traffic impact on already overloaded roads can be summarised as - "it's so bad already that a few more won't make much difference". Unfortunately that argument has been accepted by many planning committees and resulting problems not acknowledged. The questions arise and are usually only "answered" in the context of the strategic road network. There is also the unrecognised but significant impact on local road networks and junctions as these become increasingly overloaded rat runs.

Transport assessments used to assess/justify development proposals should not only address impact on the strategic road network but also on local roads and junctions. They should also be mandated to address the cumulative impact of developments since the last definitive analysis of traffic on the affected networks. A tipping point between overload and gridlock not only exists, but must be identified and avoided.

Finally, any development plans should be supported by a detailed spatial plan - something which MSDC have failed to produce. There is no point in planning for general housing if there is not sufficient local employment to avoid commuting. There is a case for affordable housing in such areas, especially where support from/to family etc is a factor. However, it seems counterproductive to take low income families and situate them in areas which effectively force private car ownership. A spatial plan should feed those decisions.

In addition to traffic issues, recent building in East Grinstead has not provided or identified additional employment, schooling, GP/health improvements, transport infrastructure etc, etc. Perhaps one reason why MSDC have ignored a spatial plan - it exposes the sparsity of their thinking. It's far easier to just dump houses where they can

Regards

Alan Brooks
Crawley Down



Virus-free. www.avast.com

2083

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 20830
Response Ref: 2083/1/MM21
Respondent: Martin Sadler
Organisation:
On Behalf Of:

[REDACTED]

From: Martin Sadler [REDACTED]
Sent: 03 January 2022 11:11
To: Policy Consultation
Subject: Main Modification MM21

Categories: SITES DPD MM

[You don't often get email from [REDACTED] Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification.>]

Dear sir or madam,

I am writing in support of the Main Modification MM21 but I firmly believe that Site SA22 should be deleted from the plan.

Best regards,

Martin Sadler

[REDACTED]

2093

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 20930
Response Ref: 2093/1/MM21
Respondent: Daniel Hunter
Organisation: Burleigh Woods Residents Association
On Behalf Of:

From: Daniel Hunter [REDACTED]
Sent: 02 December 2021 05:43
To: Policy Consultation
Cc: FRANCIS Matthew; Daniel Hunter; Daniel Hunter; Ian Gibson (Cllr)
Subject: MM21, Modify Policy SA22: Land North of Burleigh Lane, Crawley Down

Categories: SITES DPD MM

Dear Inspector,

I write for and on behalf of the Burleigh Woods Residents Association, being the relevant landowners of land adjacent to SA22, including Sycamore Lane and reiterate our response given during the DPD consultation that, access via our land (via Sycamore Lane) is not agreed and will not be agreed.

As such and as extracted below, as access cannot be demonstrated through agreement with us the Landowners, then this allocation should be deleted from the Plan.

MM21	SA22, page 65	<i>Modify policy SA22: Land North of Burleigh Lane, Crawley Down to provide for 50 dwellings, as follows:</i> <i>Under Highways and Access</i> <ul style="list-style-type: none">• Provide access from Sycamore Lane or Woodlands Lane. Detailed access arrangements will need to be investigated further.
------	------------------	---

Kind Regards
Daniel Hunter
[REDACTED]

Sent from my iPhone Beta 13xPrototype

2227

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 22270
Response Ref: 2227/1/MM21
Respondent: Gordon Andrews
Organisation:
On Behalf Of:

Name	Gordon Andrews
Address	[REDACTED]
Email	[REDACTED]
Which document are you commenting on?	Site Allocations DPD - Main Modifications
Main Modification (MM)	MM21
Do you consider the Site Allocations DPD is in accordance with legal and procedural requirements; including the duty to cooperate	Yes
(1) Positively prepared	Sound
(2) Justified	Unsound
(3) Effective	Unsound
(4) Consistent with national policy	Unsound
Please outline why you either support or object to the Main Modification?	<p>I support Main Modification MM21 in that Site SA22 should be deleted from the plan.</p> <p>However, in many respects the DPD is deeply flawed!</p> <p>There is absolutely no justification for dumping so many houses in and around East Grinstead, far more than is needed for Mid Sussex. I would point out to the Inspector that the traffic problems inherent in having two major A-roads sharing the same (badly potholed) stretch of tarmac between Felbridge and East Grinstead have been an acknowledged major problem for decades, and ABSOLUTELY NO SIGNIFICANT traffic easing measures have ever been introduced! Indeed, the 2004 Local Plan fully acknowledged the traffic problems and stated that "no more than 193 homes should be built until significant traffic relief measures have been applied". Under housing pressures, that key restriction was removed from the 2012 Plan, and literally thousands of homes have already been added, exacerbating the problems, Covid notwithstanding</p> <p>Allowing hundreds more to be added is selling out this beautiful town, which now has a population greater t an the County town of Chichester.</p>
If you wish to provide further documentation to support your response, you can upload it here	
Please notify me when-The publication of the recommendations from the Examination	yes
Please notify me when-The Site Allocations DPD is adopted	yes
Date	24/01/2022

2473

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24730
Response Ref: 2473/1/MM21
Respondent: Jackie Howe
Organisation:
On Behalf Of:

[REDACTED]

From: Jackie Howe [REDACTED]
Sent: 05 January 2022 15:43
To: Policy Consultation
Subject: Main Modification - MM21 - Site No SA22

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SITES DPD MM

[You don't often get email from [REDACTED] Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

Dear Sirs

I am writing to you regarding further building in Crawley Down, where any patch of countryside has been totally overbuilt on. It frustrates me that despite all our pleas not to put any further strain on the Services in Crawley Down and the surrounding over congested roads, that no notice is taken by a Council, which should be supporting us. Therefore can I suggest that Site SA22 should be deleted from the current Plan, as I strongly object to proposed development of a further 50 houses on the fields between Burleigh Woods and Burleigh Lane.

Yours faithfully

Jacqueline Anne Howe
[REDACTED]

2474

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24740
Response Ref: 2474/1/MM21
Respondent: Alex Cruickshank
Organisation:
On Behalf Of:

From: Aol customer service [REDACTED]
Sent: 03 January 2022 19:49
To: Policy Consultation
Subject: Application DM/21/4140

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SITES DPD MM

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sirs,

I support the Main Modification MM21 and believe that Site SA22 should be deleted from the plan.

Crawley Down has already reached the required total of new housing requirement and the infrastructure is already stretched to breaking point.

There is no availability for all the new pupils at the local school plus a 3/4 week waiting time for non urgent appointments at the local health centre.

These new houses would only add to the burden on the existing facilities in the village.

Yours Sincerely,

Alex Cruickshank
[REDACTED]

2475

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24750
Response Ref: 2475/1/MM21
Respondent: Elizabeth Neale
Organisation:
On Behalf Of:

From: elizabeth Neale [REDACTED]
Sent: 02 January 2022 22:48
To: Policy Consultation
Subject: Main modification mm21

Follow Up Flag: Follow up
Flag Status: Completed

Categories: SITES DPD MM

You don't often get email from [REDACTED] [Learn why this is important](#)

Site sa22 should be deleted from the plan

Sent from Samsung Mobile on O2
Get [Outlook for Android](#)

2477

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24770
Response Ref: 2477/1/MM21
Respondent: Michael Mancey
Organisation:
On Behalf Of:

[REDACTED]

From: Michael Mancey [REDACTED]
Sent: 09 December 2021 11:27
To: Policy Consultation
Subject: Mid Sussex SA DPD Examination – MM21

Categories: SITES DPD MM

You don't often get email from [REDACTED] [Learn why this is important](#)

I wish to record my support for the modification to policy SA22: Land North of Burleigh Lane, Crawley Down, for 50 dwellings. I note that the reason for the modification is the lack of access to the proposed site.

I would also like it placed on record that I object to any future development on this site, with or without access. This is in line with the public statement made by the Prime Minister, Boris Johnson in October this year.

Michael Mancey
[REDACTED]

2478

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24780

Response Ref: 2478/1/MM21

Respondent: Andrea Cameron

Organisation:

On Behalf Of:

From: Andrea Cameron [REDACTED]
Sent: 17 January 2022 11:16
To: Policy Consultation
Subject: Felbridge SA19

You don't often get email from [REDACTED] [Learn why this is important](#)

FAO Mr Fox

I am a resident of [REDACTED]

Please could you consider the following points:--

- Support Main Modification MM21 (this restricts the access options for the site in Crawley Down)
- Ask that para 3.16 of the DPD be amended to include the need for a major scheme to be considered for the A264/A22 Felbridge junction.

Kind regards

Andrea Cameron

ODESSA uk ltd



Odessa UK Ltd is a company registered in registration no: 12237490. Registered Office: 100 Avenue, Staines, Surrey, TW18 2AW This message is intended for the use of the individual or organisation named. If you have received this message in error, please notify the originator. If you are not the intended recipient, you should not disseminate the contents of this message. All information contained in this message and/or any attachments are confidential and are not necessarily those of Odessa UK Ltd or any of its subsidiaries. We accept no responsibility for loss or damage arising from viruses.

2487

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24870
Response Ref: 2487/1/MM21
Respondent: Matt Griffin
Organisation:
On Behalf Of:

[REDACTED]

From: Matt Griffin [REDACTED]
Sent: 19 January 2022 12:52
To: Policy Consultation
Subject: Mid Sussex SA DPD Examination

Follow Up Flag: Follow up
Flag Status: Completed

You don't often get email from [REDACTED] [Learn why this is important](#)

Good Afternoon,

Regarding the modifications to the DPD Examination, please see a couple of additional points below:

I am in support of the main modification MM21.

I request that paragraph 3.16 of the DPD be amended to include the need for a major scheme to be considered for the A264/A22 Felbridge junction.

Kind regards,
Matthew Griffin

[REDACTED]

2492

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 24920

Response Ref: 2492/1/MM21

Respondent: Ann & Robin Marsh

Organisation:

On Behalf Of:

From: Robin & Ann Marsh [REDACTED]
Sent: 09 January 2022 12:05
To: Policy Consultation
Subject: house planning proposals.

Categories: Laura to move

You don't often get email from [REDACTED] [Learn why this is important](#)

It beggars belief that further housing developments are proposed, again with no mention of vital accompanying infrastructure!

Roads are already in a deplorable state of repair. Residential roads are increasingly used as car parks, because scant, if any thought has been given to parking needs. The newly opened "Carriage Restaurant" in Crawley Down, a prime example. (not that it is not a nice place to go)

Buses & delivery vehicles regularly held up as increasingly one side of many roads are full of parked cars. The problem increases when parents need to deliver & collect children from school. Increasing pedestrian footfall, & more dangers when trying to cross busy roads & junctions between parked cars

Our local school does not have spare capacity for the inevitable extra children. Likewise our G.P. surgery, we struggle now to get appointments with both Dr's & Nurses.

Environmental impact on trees, plants & wildlife also needs consideration. We all need biodiversity for well being, & for all survive.

We strongly protest at these proposals, & support "Main Modification" MM21. & that Site SA22 should be deleted from from the plan.

Ann & Robin Marsh, [REDACTED]

2501

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25010
Response Ref: 2501/1/MM21
Respondent: Veronica Sutton
Organisation:
On Behalf Of:

[REDACTED]

From: Veronica Sutton [REDACTED]
Sent: 18 January 2022 13:29
To: Policy Consultation
Subject: Land at Burleigh Lane, CrawleyDown West Sussex

Follow Up Flag: Follow up
Flag Status: Completed

[You don't often get email from [REDACTED] Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification.>]

Dear Sir
LAND AT BURLEIGH LANE CRAWLEYDOWN WEST SUSSEX

I write to support the proposed modification to SA22 Land north of Burleigh Lane, CrawleyDown. We are the owners of the strip of land that is required to deliver an access via Sycamore Lane, we can confirm that we are fully motivated to sell this land to facilitate the development of SA22 and are working with the promoter, Merrow Wood.

We understand the work the promoter is undertaking to secure the legal rights across the other holdings required to deliver the access is progressing well and are confident rights will be granted in the short term.

Living at [REDACTED] we are direct neighbours to the site and are in full support of its development.

Yours Faithfully

Mr and Mrs. J. Sutton

Sent from my iPad

2505

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25050
Response Ref: 2505/1/MM21
Respondent: Craig Davis
Organisation:
On Behalf Of:

From: Craig Davis [REDACTED]
Sent: 19 January 2022 12:43
To: Policy Consultation

You don't often get email from [REDACTED] [Learn why this is important](#)

Mr Fox

I am writing to lodge my SUPPORT of Main Modification MM21 and that there is a need for a major road scheme at the A264/A22 Felbridge junction if any more houses are built in East Grinstead/Crawley Down/Felbridge.

I do not feel there is the necessary infrastructure to support any further development of this area, in terms of school spaces, lack of GPs at local surgery's and in terms of adequately sized junctions/roads to accommodate the inevitable increase in traffic.

Kind regards

Craig Davis
[REDACTED]

2506

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25060
Response Ref: 2506/1/MM21
Respondent: Carla Hooper
Organisation:
On Behalf Of:

[REDACTED]

From: Carla Stimolo [REDACTED]
Sent: 19 January 2022 14:05
To: Policy Consultation
Subject: MM21

[You don't often get email from [REDACTED] Learn why this is important at [http://aka.ms/LearnAboutSenderIdentification.](http://aka.ms/LearnAboutSenderIdentification)]

For the attention of Inspector Mr Fox

Regarding the numerous projects to build new homes in the area we'd like to express our serious concern regarding the traffic issues which are already very serious in the A264/A22 junction. Not to mention the issues with Doctors, dentist abs hospital appointments.

Therefore We'd like to let you know that we SUPPORT the Main Modification MM21 since there is a need for a major road scheme at the A264/A22 Felbridge junction if any more houses are built in East Grinstead.

Kind regards

Shaun abs Carla Hooper
[REDACTED]

Sent from my iPhone

2508

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25080
Response Ref: 2508/1/MM21
Respondent: Robin McMahon
Organisation:
On Behalf Of:

From: Robin McMahon [REDACTED]
Sent: 19 January 2022 15:21
To: Policy Consultation
Cc: ian.gibson@westsussex.gov.uk; f.visser@eastgrinstead.gov.uk
Subject: East Grinstead Infrastructure worries and main modification MM21

You don't often get email from [REDACTED] [Learn why this is important](#)

Hello Mr Fox,

I write to you as a resident of [REDACTED] East Grinstead in Support of Main Modification MM21.

I would like to also stress to you my dismay that no Major road scheme has been required for the A264/A22 Felbridge junction as part of the site allocations DPD discussions I have been watching in light of the amount of new housing being built and being proposed to be built. I think this should be required should any more houses be loaded into East Grinstead.

I have to travel along this route every day due to working in Crawley, there being a lack of jobs in general now in East Grinstead. I am regularly held up along this stretch of road with queues particularly when coming home at around 16:00 each day regularly stretching back as far as Doves barn nursery and taking between 15 and 30 mins to get clear of. This is totally different than the studies I was surprised to see by the council stating a few minutes at most at the worst times, which I dont think are based in daily reality but were a snapshot at a good time to suit the developer and council in pushing these sites. it IS severely congested.

Every entrance/exit from East Grinstead seems to have new big developments going up, Harts Hall place - Felbridge, also the Manor view development a blight on the beautiful landscape which dominates views from my road and when coming down West Hill sited on the Turners Hill road, which has totally destroyed beautiful countryside and views, and if leaving the town at Ashurst wood the Willow ridge development all without any change to Infrastructure or the already bursting road system and this is before these site allocation DPD properties.

As a long time resident I am very concerned about this and also about the lack of new Doctors surgeries, dentists and schools to cope with all these new developments. I recently had great trouble finding a dentist for my 3 year old due to them being already oversubscribed.

Please will you reconsider taking into consideration some of these grave issues.

Kind regards

Mr Robin McMahon

2516

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25160
Response Ref: 2516/1/MM21
Respondent: Daniel Webber
Organisation: Merrow Wood
On Behalf Of: Site Promoter

[REDACTED]

From: [REDACTED]
Sent: 21 January 2022 13:42
To: Policy Consultation
Cc: [REDACTED] 'John Kennedy'
Subject: Representations on Development Plan Documents, Main Modifications November 2021
Attachments: Reps to MM21 on SA22 21Jan2022.pdf; sa221-illustrative-masterplan.pdf

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear MSDC Policy Consultation team,
Please find attached our formal consultation response to MM21.
Do please let us know if you require any further information and please do keep us informed as and when the inspector makes his conclusions.
With Kind Regards,
Daniel



Daniel W Webber BSc MRICS
Founder & Managing Director

M E R R O W W O O D



This message is intended solely for the named addressee and may contain confidential information. If you have received this message in error, please return to sender, and immediately and permanently delete it; do not use, copy or disclose the information contained in this message or in any attachment. Although reasonable precautions are taken to ensure this email and any attachments are free from viruses, no representation or warranty as to the absence of viruses is made. Recipients should therefore scan this email and attachments for viruses; Marrow Wood will not be held responsible for any failure to do so. If this email contains reference to properties for sale, it remains subject to contract and non-binding at all times.



M E R R O W W O O D

Consultation by Email Only

21 January 2022

Dear Inspector Mike Fox,

RE SA22 : Land North of Burleigh Lane, Crawley Down and MM21

We write to you further your suggested modifications for the Mid Sussex Site Allocations DPD which are now the subject of public consultation.

These modifications include the deletion of the Woodlands Close access. It remains our intention to develop the site from Sycamore Lane, we therefore have no objection to this proposed modification.

For the record we strongly oppose the deletion of the site from the Site Allocations DPD on grounds that access has not been demonstrated through agreement with landowners, we expand on this below.

BACKGROUND

At this point it is probably best so set the background to this site and fill in some gaps as I am sure you may well have had several representations from a small number of residents on the Burleigh Woods Estate (BWE) objecting to its allocation and access. As explained further below the blocking of any access rights or agreement to grant them cannot be made by a small number or minority of BWE Residents and any objections to date made should be viewed against this fact.

Clearly all residents and members of the public are rightly entitled to make their representations, submissions and views known and taken account of during the planning process and this is something Merrow Wood actively encourage. However, it maybe you have had objections from a small number of BWE Residents and if these were purporting to represent the Burleigh Woods Management Company (BWMC) who control and look after the Estate this is simply not correct.

When Merrow Wood first became involved with the promotion of SA22 approximately 1 year ago there were 2 landowners required to deliver access at Sycamore Lane, these being Miller Homes (the developer of the Burleigh Woods Estate) and John Sutton the historic landowner of the now Burleigh Woods Estate who retained a ransom strip when the sale to Miller took place.

Heads of terms were then agreed in principle with both Miller Homes and John Sutton to provide access to the development site.

However, Miller then took the decision to include the residents in the decision-making process and transferred the internal estate roads to the Burleigh Woods Residents Management Company effectively making them 1 of 3 parties now required to deliver the access. This decision we can only assume and surmise came about following representations and pressure from a small number of the BWE Residents. The transfer of this land at Land Registry did not take place until late November.

Companies house(<https://find-and-update.company-information.service.gov.uk/company/09138047/officers>) clearly shows that the BWE management company is firmly in the control of Miller Homes with all company directors being Miller Homes Directors. At the time of writing only Miller Homes can claim to represent the Management company and furthermore no residents are company Directors of the Burleigh Woods Residents Management Company. Miller Homes have confirmed that they are in the early stages of organising papers to allow a number of residents to become directors of the Management Company and we understand this will take place in late January 2022.

CURRENT SITUATION & FUTURE ACTION

Prior to the transfer being registered we actively engaged with both Miller and their appointed Management company (RMG Ltd) but were told that progression of any agreement to secure access could not commence until the land had been formally transferred to the residents. This has now happened with Land Registry confirming the transfer in late November 2021.

Miller Homes and John Sutton remain in favour of granting access rights and we have been engaging with RMG Ltd the management company that run the estate. We are now preparing an information pack and this together with a formal offer to purchase the access rights will be sent to each resident. This pack will detail the proposed development and set out the significant financial gain each resident will stand to benefit from. It will also invite the residents to return their postal vote on the matter to allow or refuse access rights. RMG Ltd will collate these postal votes and the results of the vote will be ratified at a special management company meeting. We are hoping to have this information out to residents shortly to affect a vote in February 2022.

This process could not have started sooner as the new legal title for the estate roads has, as stated above, only recently been registered at Land Registry.

The reality is that of the 97 properties on the Burleigh Woods estate only a very small number will be directly impacted by this development and its access. The new access road to service SA22 would only directly pass 1 existing home and a total of 8 homes look out across the SA22 land, this equates to 9% of the total number of homes on the Estate. This can be seen from the attached plan.

A total of 30% of the Burleigh Woods estate is controlled by an affordable housing provider. We have already met with them, and they are minded to support the access provision on the basis they will likely benefit from additional much needed affordable homes to provide and manage to future customers as well as benefit from the financial sum associated with the purchase of the access rights. Where the affordable housing provider votes to approve the access only 21 other owners from the 68 remaining would need to approve for the vote to be carried.

Given our experience and engagement to date we are of the strong opinion that the vast majority may well vote in favour given the likely low direct impact on their own homes and immediate environment coupled with the significant financial gain each of the residents stand to make. This is especially relevant where the homes are let with the freehold landlord in control of the decision to grant access.

Once a vote has been passed and assuming it is granted by BWE Residents majority vote, solicitors will be able to quickly draft the simple access agreements with the 3 parties. At this point a planning

application will be capable of being made with full access rights and we then anticipate being in a position to submit a detailed planning application in mid to late 2022 should it be invited by Mid Sussex District Council.

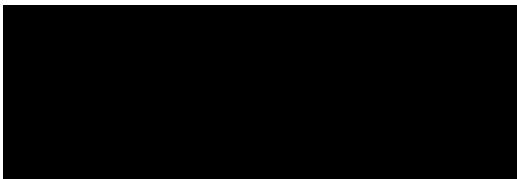
You will recall that the original timetable for delivery of the access as set out in the Statement Of Common Ground was end of February 2022 which was based on the Land Registry transfer from Miller to BWE Residents being August 21.

As above the Land Registry transfer completion took place in late November not August. Despite this 3 month delay we do not anticipate being too far behind the original programme and it will certainly be timely enough for the sites allocation to remain to be included for the envisaged 6 to 10 year plan period.

Therefore, to conclude we strongly believe that the sites draft allocation with the proposed modification is right and robust. We remain confident that an access will be delivered and the site allocation and its associated housing numbers will be delivered against within the proposed plan period and broadly in line with the timetable set out in the Statement of Common Ground with Mid Sussex District Council.

We very much hope the above has helped provide you with a useful update on the sites background and current position but do please feel free to contact me if you needed to clarify any points.

Yours Sincerely



Daniel W Webber BSc MRICS
FOUNDER & MANAGING DIRECTOR





Disclaimer - This drawing is protected under the Copyright, Design and Patents Act 1988. This drawing is provided by way of an illustration, showing concept. Copyright 2021. All rights reserved. Reference Number: 1820-55. Burleigh is a trading name of Fluid Architecture Limited, which is a subsidiary of Fluid Design Group Limited.

Registered in England No. 11407515. Registered Address: The Barn, Stone Park, Poynton Park, Jersey, Post Code JE7 2JH

Notes:
Revisions:
Description:

Affordable housing



BURLEIGH LANE
LAND to the NORTH
BURLEIGH LANE
CRAWLEY DOWN
WEST SUSSEX
BURLEIGH LANE CRAWLEY DOWN LTD.

Org No	FA21-1820-55
Title	Illustrative masterplan
Revision	/
Scale at A1	1:1250
Status	Sketch
Date	Feb 2021

RIBA **THE ACADEMY OF URBANISM**
Chartered Practice



2548

Site Allocations DPD: Main Modifications Response

Main Modification: MM21

ID: 25480
Response Ref: 2548/1/MM21
Respondent: Geoffrey Tarran
Organisation:
On Behalf Of:

From: Geoffrey Tarran [REDACTED]
Sent: 23 January 2022 15:27
To: Policy Consultation; Steven King
Cc: [REDACTED]
Subject: DPD Site Allocations MM21

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Policy Consultation Officers, Mr. Fox, and Officers responsible for determination of proposed developments,

I write with reference to MM21 of DPD Site Applications, and DM/21/4140 in particular, for clarification on a number of issues which seriously concern me on this proposal, namely; flood risk, water neutrality and severe traffic.

I am extremely concerned that the development is adjacent to Flood Zone 3. Boundaries in such matters (i.e. between Zones 2 and 3) are meaningless on the onset of a 1:25, 1:50 and 1:100 year floods, which due to climate change are ever more frequent. Therefore, a full Environmental Impact Assessment must take place on this matter. As responsible officers ensuring the protection of life and property for local people this must be the only course of action one could take, without fully understanding the consequences of what the impact the imperviable development mass would result in.

An emergency has been declared in neighbouring parts of Sussex due to extremely low levels of reservoir water. I would sincerely hope that developers plans included full assurances that water use on the proposed site was reduced so far as possible. In the future this could be a real and serious consideration for our local area, and to not have the foresight to ensure the developers manage this emergency now, which could be mitigated at this early stage.

As someone who lives along the A22 it is inconceivable that it could not be considered at full capacity. The effects of Covid-19 (i.e. temporarily reduced traffic flow) will pass in time and we will return to the gridlock that we residents experience on a daily basis.

The inspector has arrived at their determination, and that is well and good but it is not representative of reality. I sincerely hope that as someone with the best interests of local people at heart that the impact of hundreds of dwellings, and construction of said dwellings, will be professionally appraised by MSDC (with partners) to ensure the long-term sustainability of the Felbridge junction. Whilst the inspector has not specifically said this must happen, a responsible officer who knows the local area must be aware that the impact of an extra hundreds of dwellings on the A22 is not viable.

An urgent review must take place of said issues, or else it must be determined that decision makers either are unaware or do not care about the effects on the local area.

A independent Environmental Impact Assessment must take place on the proposed development, infrastructure (doctors, dentist, school) must be constructed first to ensure they do indeed take place, and the future of Felbridge junction must be safeguarded as it is unsustainable at present and would be crippled by the numbers of dwellings proposed.

As decision makers you all have a duty to ensure that proposals are fit for purpose, and will not have catastrophic consequences for local people in the years to come.

I strongly exhort you to consider the effect of this proposal on the local area and local people, and ensure that the correct safeguards and control measures are implemented to preserve the local area, and protect life and property.

Yours faithfully,
Geoff Tarran



My National and Regional elected representatives are copied in for their comment and support.