

Steven King

From: [REDACTED]
Sent: 05 May 2026 16:26
To: Steven King
Subject: Objection re DM/26/0682

[REDACTED]

I am aware the date has passed for comments regarding this case, however I wished to raise the following observations and objections regarding pedestrian access.

I note the plan to close part of Hurstwood Lane to prevent through traffic. However, there are contradictions within the planning documents submitted:

The transport statement describes the positive access from the top of Hurstwood lane to the Birch Hotel and Lewes Road. Indeed, there is a wide pavement from the junction with Rocky Lane which is used to access this area and onward schools, bus stops and the town centre.

Currently there are no pavements along any part of Hurstwood Lane, from which residents of parcels 1 and 4 will require in order to access this existing pavement at the top end of Hurstwood Lane. The transport statement quotes 'Primary access roads for each parcel will be circa. 5.5-metres in width, with 2.0-metre wide footways provided on each side of the carriageway'.

The design and access statement Rev B part 2 quotes the following which contradicts the above: 'Hurstwood Lane does not have any footpaths, nor can be widened due to the existing tree belts. The proposed development will result in additional traffic, and therefore it was approved at outline stage that there will not be a vehicular route through anymore. Access for parcels 1 & 4 will be from the north from Rocky Lane, whereas access for parcels 2 & 3 will be from the south from Fox Hill. The link between will be only accessible for pedestrians and cyclists. Due to the lack of footpaths along the vehicular route, pedestrian and cycle movement will be moved within the parcels, to ensure that there is safe provision for users'

This does not address how these residents will move along Hurstwood Lane in order to access the north or south end where existing pavements exist. Am I right in thinking there will be NO pavements on Hurstwood Lane to access any parcels?

It is clear from the photos contained within the planning documents, visual inspection and use of Hurstwood Lane over many years suggests there is no room for pavements on either side of 2m each without destroying ancient woodland. The bottom end of Hurstwood Lane onto Fox Hill where all residents from parcel 2 and 3 may require footpath access is not wide enough to create pavements; particularly along the existing houses where their front gardens and walls are close to the existing road.

IF there are to be no pavements on either end of Hurstwood Lane, how is it proposed there will be safe access for pedestrians for 375 houses from either the north or south end of Hurstwood Lane? Given the family homes will house children who need to access the existing pavements on Hurstwood Lane to the Birch Hotel and onward schools, how will they safely navigate along a road where vehicles from said 375 houses will be moving at these key times of the day?

The plans focus on the positive nature of pedestrian and cycle access, yet I am finding it difficult to understand how this is possible in a safe manner when Hurstwood Lane cannot be widened? Having walked along Hurstwood Lane for many years you frequently need to jump out the way onto uneven verges and woodland to avoid vehicles travelling along that road. It is naive to think motorists will adhere to any form of proposed speed limit.

Kind regards

[REDACTED]

7 Birch Way

Sent from my iPhone