

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 17 June 2026 01:31:47 UTC+01:00
To: "Katherine Williams" <katherine.williams@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/1228

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 17/06/2026 1:31 AM.

Application Summary

Address:	Land West Of London Road Handcross West Sussex
Proposal:	Outline planning application (with all matters reserved except for access) for the erection of up to 55 dwellings, including affordable homes, together with green and blue infrastructure, vehicular access from London Road, pedestrian/cycle access from London Road, the provision of utility services structures and the demolition of an existing agricultural building.
Case Officer:	Katherine Williams

[Click for further information](#)

Customer Details

Address:	14 College Close Handcross
----------	----------------------------

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I understand the need for housing; however, government standards require new developments to be sustainable and to boost local public services and amenities. The current proposal would add 55 additional houses (beyond the current build area), without providing any infrastructural improvements to offset the negatives effects - negative effects that will be felt not only by

existing local residents but also by future residents of the proposed development, should it be approved.

The local doctors' surgery and primary school are already oversubscribed, and water and electricity outages are frequent. The proposal includes nothing to alleviate these pressures, which will only be exacerbated by the additional houses. The only public transport available in the village is an approximately hourly bus service between Crawley and Brighton (271, 273) plus a community bus serving adjacent villages once a week, so most of the journeys from the proposed development (for work, shopping, medical appointments and recreation) will be by car. This will add to the existing traffic problems in the village (in the High Street and beyond).

In particular, the development would exacerbate existing safety issues related to the volume and speed of traffic on London Road (B2114). I was surprised to note that the residents of College Close were not included in the MSDC Neighbour Notification List, since the proposed access to the new development is almost directly opposite the entrance to College Close. Is the MSDC not aware that there are 15 properties that have to access London Road from the Close? With a 50mph speed limit on London Road reducing to 30mph (though often ignored) at the village limits, turning into and out of College Close can already be tricky/dangerous and crossing the road as a pedestrian can be hazardous. Having another access road directly opposite will only add to these difficulties.

Traffic issues are particularly problematic at drop-off and pick-up times for the two schools adjacent to the proposed development. Traffic is often reduced to a single lane, due to the cars parked along the side of the road, extending to beyond the entrance to the Hyde Estate and far beyond the entrance to the proposed development. (It is highly likely that the new development would be used for drop-off/pick-up parking, as has occurred in the Hoadlands development, which may not be appreciated by any residents.) Turning onto London Road at these times is already dangerous, not only from College Close but also from the Dumbledore Surgery and the Hoadlands Estate. An additional access road from the proposed development will exacerbate the problems.

The developers have proposed extending the 30mph speed limit a couple of hundred metres north. This will do nothing to limit speeding on London Road, but seems more likely a ploy to extend the village boundary and so potentially allow further development in the future.

This is an Area of National Beauty/National Landscape. If unchecked, incremental reductions in habitat area by developments such as the one proposed, together with the barriers to movement posed by increasingly busy roads, will limit

the effective area available for many of the wildlife species that are part of the natural community.

Kind regards