

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 08 June 2026 15:20:04 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 08/06/2026 3:20 PM.

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:	12 College Close Handcross East Sussex
----------	--

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	I was surprised not to receive planning notification despite living opposite this proposed site, along with my 15 neighbours. I say surprising, as our road, College Close is quoted in supporting documents within the application. The proposed development's access point will be opposite College Close.

I have numerous concerns regarding the "Land West Of London Road, Handcross, West Sussex".

Village Resources - I see this proposal taking, rather than contributing, to the village. I understood it had been included in the Neighbourhood plan as it offered assisted living accommodation in the original proposal. I note this intent has now changed and the agent's proposal offers little to no benefit to the village. Instead, it will take another green space full of wildlife and will burden us with more traffic, more vehicles in need of parking, more congestion, more demand on services that are reaching breakpoint (healthcare consists of an over subscribed GP practice, no dentist as it relocated to Broadfield, zero amenities for the youth of the village, and more about utilities in next heading etc).

Services - currently struggles to meet the existing needs. Our water supply is under pressure. Locally, we already experience at a minimum one hose pipe ban a year, although in 2025 the hosepipe ban was put in place in July, expanded in Oct 2025 and only lifted in Feb 2026! South East Water isn't able to consistently supply us without these limitations and warnings. Permitting more houses to be built is negligent at a minimum. Locally, we experience zero water supply far too regularly to overlook. Our electricity is unstable with fairly regular power outages, and more often than not these power cuts trip the Balcombe water tower, which leaves Handcross without water for indefinite periods.

Whilst it's not something we should have to experience, how can we be reassured it will not have a detrimental effect on supplying another 55 properties? The proposal aims to tackle flooding by constructing a water basin to hold just 2,000+m of surface water. Walking alongside this property several times a day, I've noted standing surface water, more often than not pooling on the A23's verge that sits directly below the proposed landscape. Will this basin mitigate surface runoff?

Traffic on London Road is significant. It's used as a rat run from the A23 down to Haywards Heath with cars racing from 70mph just a mile up the road on the A23, reducing to a 50mph limit before speed limits fail to take their speed down to 30mph in less than a mile. When traffic incidents close the A23, the London Road takes the redirected cars and we live with bumper-to-bumper traffic on London Road. On a regular day we risk being unable to safely turn right into College Close from London Road because of accelerating traffic leaving the village or attempting to turn into College Close when heading south with speeding vehicles close behind you. Adding another junction (the newly proposed access) will only add to the danger. Crossing London Road as a pedestrian from College Close is already challenging. With a new access for the development, it will significantly increase our risk.

Safety - visibility and space for cars to pass safely on London Road is hampered by parked cars for the school. Adding the newly proposed access will extend the hazardous congestion by adding another staggered 4 way junction point with both the

existing College Close and new access onto London Road. Similar issues to the 2x school junction just further south on London Road. The only exception being that the existing schools' junction sits more safely within the slower 30mph limit. At the proposed access to this new development we already contend with parking in the layby opposite and traffic for the Hyde Estate's entrance and College Close. London Road speed limits change from 50 mph for traffic coming into the village down to 30mph just to the south of this development's proposed access. During school pick up and drop off times (morning & afternoon) London Road descends into chaos. The primary school parents want to park as close to school as possible. This means parked vehicles line the west verge of London Road from the Rec entrance/doctors' surgery all the way upto and including the layby at the Hyde entrance. This concentrated increase in traffic use both the Hyde entrance and College Close as turning points (adjacent where the proposed access will be!). Also to consider, there is the schools' 4 way junction on London Road just 500m to the south. The junction consists of north/south London Road, along with the single traffic access through the gate to Handcross Park School(now known as Brighton College) and access to Hoadlands housing estate, the Doctors' surgery and the Primary School. All of which have significant traffic and pedestrian footfall. At pick-up and drop-off times, London Road is lined with parked cars on the west verge, leaving not enough room for in-lane traffic flow. Ongoing cars are forced to drive through dedicated turning lanes and their cross-hatched areas. Often, the correctly turning cars come head-to-head with oncoming traffic. The parked vehicles are loading and unloading young children into a two-lane road, which by the very nature of the parked cars has been reduced to a single lane traffic in the majority of places. Adding an access road for an additional 100+ local vehicles (2 per property at a minimum) would be reckless and negligent, and a significant detriment to the safety of local residents and school children. If the new development were to go ahead, London Road would have to be considered from the schools/doctors' surgery/Hoadlands junction up London Road to at least the Hyde Estate entrance. Anything less will exacerbate the existing problem. The current proposal of moving the village boundary and speed signs north up London Road, again doesn't tackle the problem as suggested in the proposal. There is a need to protect pedestrians and drivers at this high-risk segment of road, certainly not to add to the problem by putting a new access point for 55 more houses.

Having attended the recent and informative local parish council EGM, I understand we are now under pressure to host housing allocation for both Crawley and Brighton. Whilst I this is wrong, I would suggest if this is the case, there needs to be more benefit to our local area from those areas for taking on their housing stock needs. Our services and infrastructure, both natural and man-made, can not (and should not) absorb this gratis.

By approving this proposed development, we're allowing another

field to be built on in an area of NAOB. It would be yet another example of urban creep, diminishing our village green belts that separate us from Peese Pottage. This land is a grazing field, offering a blanket of flora and fauna. It's home to deer, bats, slow worms and doormice. I accept housing development is inevitable, but we need to better manage the trade-off. We're losing something we cherish as a village; shouldn't we gain back village resources or assets? We already experienced significant builds locally with both Hoadlands and, more recently, Woodgate. Woodgate was a vast development but whilst it decimated green land, it brought St Catherine's Hospice, shop, school and cafe to the area. Infrastructure to support the residents, rather than pushing Peese Pottage resources to the brink. In 2018/19, Hoadlands Grange was built on London Road. Initially, it had proposed a incorporating hospice/nursing home within their plans but instead, the village got social and more stock housing and v little contribution to the village assets. Handcross currently has a seemingly abandoned small housing development to the south of the village on London Road (adjacent to the A23, on the slip road). It appears the builders have gone bankrupt. If there is a need for housing, why not enforce the completion of existing housing developments on this brown field site?

We already missed the opportunity to grow Handcross's resources with the Hoadlands development. Let's not repeat history. Ensure future housing developments bring something back to the community. Village residents often talk of a skate park or somewhere/thing for the youths of the community, or as this proposal originally offered - assisted living accommodation. Facilities needed in the community. I had thought our local policy was to maintain these green corridors and the traditional village character. Our Council needs to demand more from landowners and developers. A goal should be to secure better contributions from developers to the local amenities instead of allowing pure financial gain for the applicants. As a village we should not be made to sacrifice our wildlife, landscape and put yet more pressure on our resources without any positive contribution to our village. I hope the council reviewing these comments hear and act up on the wealth of concerns from the community and deny this application.

Kind regards