

Steven King

From: planninginfo@midsussex.gov.uk
Sent: 08 May 2026 12:03
To: Steven King
Subject: Mid Sussex DC - Online Register - Comments for Planning Application DM/25/3129

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 08/05/2026 12:03 PM.

Application Summary

Address:	Land At Borde Hill Lane Haywards Heath West Sussex
Proposal:	Outline planning application for the erection of up to 117 dwellings, together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access. (Amended plans and supporting statements received 15th April reducing the number of proposed dwellings to up 117 and reducing the size of the proposed roundabout).
Case Officer:	Steven King

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Customer Details

Address:	89 Penland Road Haywards Heath
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Objection to Planning Application DM/25/3129 Land on Sugworth Farm Site, Haywards Heath Dear Sir/Madam, I wish to maintain and strengthen my previous objection to this application following the submission of revised plans. While the number of dwellings has been reduced from 125 to 117, I do not believe these amendments materially address the fundamental concerns previously raised regarding flood risk, highway safety, infrastructure capacity, environmental impact and the overall suitability of this site for development at this scale. The proposal remains substantially larger than earlier indications for the site within the draft District Plan, where approximately 60 dwellings had previously been suggested. A reduction of eight dwellings does not significantly alter the scale, impact or planning balance of the scheme. Flood risk and cumulative drainage impacts Flooding remains my primary concern. Several neighbours in Penland Road and Turners Mill

have experienced repeated and severe flooding of their homes in recent years, including events in May 2024 when ground floors were inundated. Photographic evidence demonstrating the extent of flooding has already been submitted.

There has been a noticeable increase in surface water flooding locally following nearby development at Penland Farm. Residents remain concerned that the removal of large areas of permeable land and natural infiltration capacity has not been adequately compensated for by engineered drainage measures introduced later. This history is highly relevant when considering further major development immediately nearby.

The revised application continues to rely heavily on future detailed drainage design and mitigation measures that have not yet been fully demonstrated or tested. In effect, critical flood risk issues appear still to be deferred to later stages rather than conclusively resolved now at outline stage.

This is particularly concerning given the wider local context. Residents are increasingly experiencing the contradictory situation of worsening winter flooding alongside recurring summer hosepipe restrictions and rising water charges. Continued large-scale development without clear evidence of sustainable water infrastructure, water supply resilience and genuinely robust runoff management does not appear responsible or future-proofed.

Parts of the site lie within existing surface water flow paths, and uncertainty remains regarding the long-term effectiveness and maintenance of the proposed drainage systems. The proposed interception of flow routes through engineered features and highway drainage infrastructure may not perform effectively during increasingly common extreme rainfall events.

Given the cumulative impacts of recent development in this part of Haywards Heath, I do not believe sufficient certainty has been provided that further housing can proceed without increasing flood risk elsewhere, contrary to the objectives of the National Planning Policy Framework and District Plan Policies DP41 and DP42.

Highway safety, congestion and transport sustainability

The amendments do not materially alter the transport impacts of the scheme. Balcombe Road, Penland Road and surrounding routes already experience severe congestion, particularly at school drop-off and collection times. In practice, many families rely on car travel even over relatively short distances. I regularly witness hazardous manoeuvres, unsafe reversing across pavements and dangerous turning movements creating risk to pedestrians including children. Public transport provision in this area remains limited. Bus services are infrequent and unreliable, with restricted evening and Sunday operation, while rail services from Haywards Heath are already overcrowded. The assumption that future residents will make significant use of sustainable transport modes does not reflect the practical reality of the area.

The revised roundabout proposals also remain concerning. Although marginally reduced in scale, they would still introduce a substantial and urbanising highway feature into what remains a semi-rural approach to the town. The extent of visibility splays and associated land take remains significant, and it is concerning that parts of the highway design are still described as indicative only.

Pressure on local infrastructure

The amendments do not resolve the pressure additional development would place on already stretched local infrastructure and services.

Local schools are already operating at or near capacity. Harlands School has required bulge classes to accommodate demand, and some local families already travel further afield to secure school places. School-related traffic congestion in surrounding roads is already severe and would inevitably worsen.

Residents also increasingly experience difficulty obtaining GP appointments, while road capacity, parking and other community infrastructure have not kept pace with recent population growth.

Policy DP20 requires development to be supported by adequate infrastructure provision. At present, it remains unclear how the cumulative impacts of further growth would be sustainably accommodated.

Landscape, countryside character and environmental impact

The site remains highly sensitive in landscape terms and forms part of the transition towards the wider High Weald landscape. The reduction from 125 to 117 dwellings does not materially change the overall urbanising effect of the proposal or the loss of greenfield land and rural character.

There also remain concerns regarding impacts on wildlife habitats, including protected species such as bats and dormice, together with the cumulative erosion of biodiversity and countryside character around Haywards Heath.

Prematurity and planning balance

The principle of development on this site has not yet been fully resolved through the plan-making process, and the site is not currently allocated within the adopted District Plan. Granting outline planning permission now risks predetermining that process prematurely.

Conclusion

The revised proposals do not materially alter the overall impacts of the scheme. The core concerns relating to flooding, infrastructure capacity, highway safety, environmental harm and landscape impact remain unresolved.

While I recognise the need for new housing, development should be genuinely sustainable, infrastructure-led and environmentally responsible. In my view, this proposal does not currently achieve that standard.

For these reasons, I respectfully request that the Council continues to give substantial weight to these concerns and refuses the application.

Yours faithfully,

A large black rectangular box redacting the signature of the sender.

Kind regards