

Steven King

From: [REDACTED]
Sent: 23 March 2026 22:07
To: Steven King
Subject: Objection to Planning Application DM/25/3129 - photos not sent through portal

[REDACTED]
Dear Mr King

I do hope I am sending this to the correct person. Please accept my apologies if not.

I submitted this objection via the portal yesterday but it couldn't include the photos so I am sending it again here with these at the bottom.

Many thanks

Kind regards

Madeleine McCubbin

**Objection to Planning Application DM/25/3129
Land on Sugworth Farm site, Haywards Heath**

Dear Sir/Madam,

My name is [REDACTED] and I am submitting this objection as a long-term local resident, having lived on Penland Road since 2018 and previously on nearby Fairfield Way for around twenty years. Through this long connection with the area, I have directly observed the cumulative impacts of recent large-scale housing development on local drainage, traffic conditions and community safety. 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. I also regularly witness dangerous traffic behaviour during school drop-off and collection times, creating real risks for pedestrians and children. These lived experiences lead me to feel very concerned that further development on nearby greenfield land will intensify existing problems rather than resolve them.

Flood risk and cumulative drainage impacts

There has been a noticeable increase in surface water flooding in this locality in recent years, particularly following development at Penland Farm. Properties at the lower end of Penland Road and surrounding streets have experienced flooding of ground-floor living areas during periods of heavy rainfall. This has caused distress and financial loss for residents and has affected property sales, as surveyors increasingly identify flood risk as a material concern.

Photographic evidence from May 2024 demonstrates the extent of recent flooding affecting residential properties in Penland Road. The application site currently functions as permeable greenfield land contributing to natural drainage patterns towards local streams. The introduction of a substantial area of hard surfacing associated with up to 125 dwellings would inevitably alter runoff behaviour.

While the proposal relies on engineered drainage features such as attenuation basins and earthworks, local experience suggests that such systems may not always perform as intended, and are not sufficient to compensate for the large scale removal of surface soil, particularly during increasingly common extreme weather events or where long-term maintenance is uncertain.

Residents remain concerned that drainage mitigation at the nearby Penland Farm development was introduced only after significant flooding incidents and may not have fully compensated for the loss of natural infiltration capacity.

In this context, it is not clear that sufficient certainty can be provided at outline stage that further housing can be delivered without increasing flood risk elsewhere. This raises concern in relation to national policy within the National Planning Policy Framework requiring development to avoid increasing flood risk and to local plan policies such as DP41 and DP42 relating to flood risk and water infrastructure.

Highway safety, congestion and transport sustainability

Balcombe Road, Penland Road and surrounding routes already experience significant congestion, particularly at school drop-off and collection times. In practice, many families rely on car travel even over relatively short distances. This leads to hazardous manoeuvres, unsafe turning movements and obstructive parking. I have personally witnessed drivers reversing across pavements and performing turning movements in constrained sections of road, creating risk for pedestrians including schoolchildren.

Public transport provision in this area is limited. Bus services are infrequent and have restricted evening and Sunday operation, while rail services from Haywards Heath are frequently overcrowded. This suggests that future residents are likely to be heavily car-dependent, which is difficult to reconcile with the aims of national policy to promote sustainable transport choices and with District Plan Policies DP19 and DP21.

There also appears to be no clearly safe and convenient pedestrian crossing linking the proposed site with continuous footway access towards schools and local facilities. Without appropriate provision, pedestrian and cyclist safety risks would increase. Conversely, introducing additional crossing infrastructure on this already heavily trafficked route could further disrupt traffic flow and increase congestion.

Pressure on local infrastructure

Local services are already under strain. The nearby primary school has required bulge classes to accommodate demand, and some families already travel further afield to secure school places. Residents frequently experience difficulty obtaining timely GP appointments. Parking availability, road capacity and other community facilities have not kept pace with recent population growth.

Policy DP20 requires development to be supported by adequate infrastructure provision. At present, it is not clear that the necessary improvements would be delivered in step with occupation of the proposed dwellings.

Landscape, countryside character and wildlife

The site forms part of the countryside edge of Haywards Heath and contributes to the transition towards the wider High Weald landscape. Development would result in the permanent loss of greenfield land and associated habitats. While mitigation planting and green infrastructure are proposed, such measures cannot replicate the ecological value of established natural land in the short or medium term.

There is also local awareness of protected species using the area, including bats and dormice. Further erosion of undeveloped land risks incremental harm to biodiversity and to the character of the settlement edge.

Scale of development and cumulative impact

It is also relevant that the number of dwellings proposed is substantially higher than earlier indications for this site. When considered alongside other recent and planned developments in the locality, the cumulative impacts on drainage, traffic conditions, infrastructure capacity and environmental character appear significant.

Land contamination and site suitability

I note the Council's Contaminated Land consultee response identifying historic brickmaking activity on the site and areas of potentially infilled ground. As residential development would introduce more sensitive receptors, this creates uncertainty regarding site suitability and deliverability until full investigation and any necessary remediation have been completed.

Conclusion

While I recognise the need to provide new housing, it is important that development takes place in locations where environmental risks are clearly understood, safe access can realistically be achieved, and infrastructure is able to support additional growth.

For the reasons set out above, I respectfully request that the Council gives careful consideration to these concerns and refuses the application unless it can be clearly demonstrated that flood risk, highway safety, environmental impacts and infrastructure pressures can be satisfactorily addressed.

Please see these images of flooding appended at end.

Yours faithfully

Madeleine McCubbin



