

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 01 December 2025 16:09:36 UTC+00:00
To: "Joanne Fisher" <joanne.fisher@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/2474

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 01/12/2025 4:09 PM.

Application Summary

| | |
|---------------|--|
| Address: | Land South Of Hammerwood Road Ashurst Wood West Sussex |
| Proposal: | The erection of twelve houses, comprising 4x two bedroom houses, 4x three bedroom houses and 4x four bedroom houses, with associated access (Via Yewhurst Close) and parking |
| Case Officer: | Joanne Fisher |

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Customer Details

Address: Old School Studio Hammerwood Road Ashurst Wood

Comments Details

| | |
|----------------------|---|
| Commenter Type: | Neighbour or general public |
| Stance: | Customer objects to the Planning Application |
| Reasons for comment: | |
| Comments: | I note from the web site that the consultation period closes on 2nd December 2025. While I welcome the proposal to include some "affordable housing", the development is of very high density (taking account of garden and recreational space) that is not suited to the location outside the current built boundary of the village and at the edge of the built area, situated in an area that has been identified as an area of outstanding natural beauty, building on land that has not previously been part of the built landscape, at the brow of a hill overlooking the Ashdown Forest, |

that is visible from there from a wide area. I have a number of further concerns.

The site does not have suitable access. Access into Yewhurst Close removes the recreational space heavily used by the children living there (this includes the Close road and the adjacent green space). There is no nearby recreational space and Hammerwood Road is extremely dangerous in that area. Moving an access closer to School Lane would be inappropriate as it would also increase road hazards due to the existing junction, often restricted access due to parking in School Lane, movement of parents and children on foot to and from the schools there, parking and traffic movements on Hammerwood Road.

Construction traffic and eventual increased residential traffic would also add to the existing dangerous conditions on Hammerwood Road, particularly at areas that are effectively single carriageway due to the width and limited visibility of the road. The road and village there were not built for the volume and nature of current traffic. There are many areas without pavements. Despite the welcomed 20 mph limit, many cars and lorries obviously exceed this, and without specific traffic calming measures there are significant risks to children, pedestrians and road users. At school drop off/pick up times this is particularly evident close to the proposed location. A number of potentially concurrent substantial building schemes would exacerbate this - particularly Mount Pleasant Nursery and a greenfield proposal from Great Surries off Hammerwood Road.

All of this traffic passes by the top of Maypole Road, where parking for events at St Dunstan's Hall and the Village Hall result in heavy parking on both sides of Hammerwood Road, affecting sight lines and impeding safe traffic flow. Further development should be restricted unless solutions to these problems can be put in place.

The development is stated to be within the curtilage of existing buildings. This may be technically correct, but not what would be commonly considered, as it is the other side of a very large field/open space.

It is not clear how it will be ensured that the 30% affordable housing will be ensured in terms of occupancy. Further 30% appears to be in terms of number of units rather than floor area of site.

The development is remarkably dense, with no common recreational space, and very small grassed areas in terms of children's play needs. It takes neighbouring recreation space. The objective should not be to maximise the built area in a given space to maximise profit, but to achieve a balance that considers the social/recreational needs of families in the long term as well as providing good accommodation.

Parking is very dense, stacked in that one space impedes another. Although presumably in the same house (allocations not clearly marked) this will result in much manoeuvring, which could be annoying for adjacent (and often abutting the parking spaces) properties.

Substantial cycle storage is aspirational, but there are no safe cycle routes to nearby towns and villages.

The rural appearance from Hammerwood Road would appear to be drastically changed from the artist's impression, despite some retention of trees. Greater set back and a thick tall hedge would help.

The proposal involves significant loss of important biodiversity and much reduced water retention, in an area already suffering significant loss of both. The biodiversity trading summary provided is hard to reconcile with the details provided of the major loss of wood land and relatively wild countryside, with no mention of impact on our important bird, insect and small mammal (apart from dormice and bats) populations.

We all know that the water and sewage systems are overloaded, probably electricity infrastructure, hospitals, Drs, dentists and probably schools. Who is taking responsibility for matching new housing growth to available resources? It should be a key planning consideration.

Kind regards