

Joseph Swift

From: [REDACTED]
Sent: 16 February 2026 16:59
To: Joseph Swift
Subject: DM/26/0073:The erection of 44 new homes with access from West Hoathly Road, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works. | Land Off West Hoathly Road East Grinstead West Sussex

[REDACTED]
Dear Mr. Swift

I submitted my objections to the above planning application yesterday, but unfortunately I missed off another reason (the land is within an AONB/National Landscapes). Please accept this version, where I have added the above under the heading Appearance of the Area.

Thank you.

Dear Planning Team

I wish to object to the above planning application, for the following reasons:

Conflict With Existing Planning Policies

* The proposed site is outside the **Built - Up Area Boundary** of East Grinstead as defined in the **current Mid Sussex District Plan**. It is, therefore, within an area designated as countryside, which is designed to protect just that - the countryside i.e. to prevent inappropriate development and expansion (urban sprawl). I am aware that the Draft Mid Sussex District Plan 2021 - 2039 is at the Examination Stage, but it will be month's before the Inspector makes a final report. Therefore, any planning application such as this and decision by the Planning Authority should be in accordance with current Plans, which clearly it isn't.

*** East Grinstead Neighbourhood Plan**

The site was never specified as a likely plot of land that could be developed in the future.

*** Mid Sussex District Plan 2021 - 2039**

As above, the site was never allocated by Mid Sussex District Council under 'Site Allocations' during the development of the District Plan.

Appearance of the Area

The proposed site lies within an Area of Outstanding Natural Beauty (AONB), which has now become National Landscapes. This designation aims to conserve and enhance the area's natural beauty, fauna, flora and cultural heritage. Therefore, the planning application should be rejected to protect the land in its current form.

The building of 44 houses on this site will have a detrimental appearance to the area. The houses will be built on sloping land, so some at least will be visible at various points in Dunnings Road and West Hoathly Road. This will ruin the country aspect of the area. There is the possibility that if this planning application is approved, it will encourage further planning applications i.e. "development creep", which will make it more difficult to refuse as a precedent will have been set.

Environmental Impact

*If this development is approved there will be a loss of trees, natural drainage, and loss of habitat to wildlife. I note that the Nature Space Partnership has concluded that there is likely to be an adverse impact on the presence of Great Crested Newts, and, therefore, more mitigation and/or information is required from the developer.

* The site, even with some tree shielding, will generate a large amount of light emission and pollution. Internal estate lighting, dwellings lighting and security lights will all add to this, which will be detrimental to the surrounding area.

Increased Flooding Potential

West Hoathly Road is already prone to flooding, and the building of 44 houses with associated hard standing areas instead of the current field has the potential to increase the risk of flooding to surrounding areas adjacent to the site. I note that the Flood Management Team at West Sussex County Council has requested additional information from the developer regarding this i.e. more details of the design and details of the proposed SUD's and the Construction and Management Plan.

The Upper Medway Internal Drainage Board (UMIDB) has responsibility for water catchment via discharges into watercourses in the area. Under the Land Draining Act 1991 and the Board's Byelaw 3 drainage consent is required by them. **They have strongly recommended that this is sought from the Board prior to determination of this planning application. Therefore, the Planning Authority should not discuss this application until it is clear that the UMIDB have given permission.**

Traffic and Road Safety

I note the Transport Statement and Road Safety Audit (RSA) contained within it. The RSA states the site visit consisted of one hour, between **11:30 and 12:00 on a Saturday**. It is, therefore, not surprising to read the comment "Traffic, pedestrian and cycle flows were light and no congestion was observed". A more realistic visit would have been between 08:00 and 09:00 and on a weekday. Traffic is much heavier in West Hoathly Road during the weekday 'rush hour', when more vehicles would also be expected to emerge/enter a newly constructed site entrance. The Toy Box Day Nursery has vehicle movements during this time, and the narrow footpath opposite the proposed site entrance also has more pedestrian movements, many being young children with accompanying adults. Additional pedestrian movements will occur if this development is approved, with pedestrians crossing the proposed non-signalised crossing. The above circumstances increase the potential danger to pedestrians, especially as the traffic speed report showed that traffic exceeds the 30 mph speed limit.

The Personal Injury Collision (PIC) information using CrashMap data states that no incidents have occurred in the vicinity of the site. However, CrashMap data only records information of PIC's where they have been reported to Sussex Police. There have been many incidents within a short distance of the site in West Hoathly Road where vehicles have had scrapes and wing mirrors broken off/damaged.

The timeline for the completion of this project is two years. There will be traffic disruption during the construction of the new site entrance: some drivers are likely to choose an alternative route, with many turning into and out of Coombe Hill Road. This is a private road, so any repairs to damage to the road surface caused by heavy lorries and additional vehicles will have to be paid for by the residents. This is not fair, and needs to be addressed before any planning consent is given. Due to the on-going delivery of inert material by heavy lorries at Evergreen Farm, West Hoathly Road, it is likely that during the construction of houses at this site, the route selected and contained within a Construction Management Plan will be via Dunnings Road i.e. from the North of the site. However, this road is also dangerous, with children and adults crossing to Mill Way to reach The Meads School in Mill Way. Before any decision on a traffic route is selected (if planning permission is given), consultation needs to take place with the local community.

Noise and Pollution

As stated above, the developer has said that the site work is expected to take two years. That is two years of additional traffic with added vehicle fumes polluting the atmosphere, apart from the additional pollution and noise generated by site machinery and lorries. The site is close to two schools, so they will be adversely impacted for this period of time.

Increased Pressure on Local Infrastructure

The addition to the East Grinstead population from the occupants of this development will put further pressure on services such as schools, dentists, childcare, Ambulance and Fire Services, the Police, car parking and The Queen Victoria Hospital. GP services are already stretched with some if not all local surgeries 'closed' to new patients. Those new residents who need to visit a surgery without access to Ship Street or Judges Close are likely to travel by car, thus increasing the number of traffic movements from this site and adding to the traffic problems already experienced in East Grinstead.

Southern Water has said in their initial study for this site that additional flows may lead to a minor increased risk to the sewer network. However, they also say it may be necessary to renew mains, which would cause severe disruption in the area. The five day outages experienced by East Grinstead residents in January also highlight that the existing infrastructure cannot cope with additional housing.

Regards

