

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 11 June 2026 13:34:07 UTC+01:00
To: "Caroline Grist" <caroline.grist@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/1315

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 11/06/2026 1:34 PM.

Application Summary

Address:	Land West Of Gatesmead Wickham Way Haywards Heath West Sussex
Proposal:	Proposed 49 new homes together with open space and associated infrastructure.
Case Officer:	Caroline Grist

[Click for further information](#)

Customer Details

Address:	1 Gander Green 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:	DM/26/1315 - Proposed 49 new homes in the lovely meadow (Wickham Fields) west of Gatesmead, north of Wickham Farm and Sunte House. I have lived on Wickham Close and Old Wickham Lane and now Gander Green, all pretty much adjacent to the site in question. At least twice daily, in my case beginning in 1986, four dogs ago, we exercise our energetic labrador along with hundreds of other folk and their children and dogs. We walk across the nearby beautiful

Wickham Fields, bluebell woods and on the designated County council's country path network to and from Haywards Heath golf course.

A few months ago we responded to the proposed developer's own consultation that was mailed to residents living nearby. Before that, as a long-term local resident and walker, I have given my views to the local Save Wickham Fields group and subsequently I have spoken to numerous neighbours and walkers near and on the site.

Given Crest Nicholson had already stated its intentions, we did wonder exactly why WSCC recently spent £thousands upgrading the woodland path adjacent to the proposed development to the nearby golf course and across where Gatesmead will be extended, again. It is a pity the adjacent more treacherous path extending from Wickham Farm to Portsmouth Lane (recently used by the London-Brighton walk also) is now almost impassable. Also, we understand from the Save Wickham Fields group that the application to WSCC for public right of way across the fields in question (so-called DMMO) is still pending and should, anyway, be dealt with first otherwise the whole matter smacks of political bias and opportunism.

Whereas the country path that has recently been upgraded is in the trees east of the site and cannot be viewed on Google Maps, three major well-trodden preferred paths across the meadows in question and several smaller ones are clearly visible. The hidden upgraded path is mainly used to avoid mud in the meadows after bad weather or to stay in the shade during particularly hot weather but generally speaking, folk prefer the lovely open meadow paths shown.

I have now reviewed the dozens of 'Comments' and objections about the application already listed on MSDC web site and agree with all the concerns expressed. In particular, how the proposed development would:

- kill the wildlife, some rare and exotic, that seem to thrive despite walkers
- destroy one of only a few remaining and publicly accessible green spaces
- place additional pressure on local infrastructure and services that are already woefully inadequate, deteriorating for many years

In addition, I agree the proposed development poses significant road destruction and intolerable safety issues for Gatesmead residents, and everyone living on roads in the immediate vicinity, adding to the danger already posed by the 'one every few minutes' local gravel and skip company HGVs on the narrow lanes.

It will also thwart hundreds of walkers, not only locals but including

those who use the country path network to support charities and backpackers who, increasingly travel by train to Haywards Heath to escape Greater London to visit our uniquely beautiful and accessible High Weald countryside and to see the historic listed buildings hereabouts and Balcombe viaduct etc.

Furthermore, if an example of how developments achieved by extending the use of existing small and previously dead-end roads on the fringe of town was needed, our road, Gander Green is a good one. Gander Green is one road south of Birchen Lane and Gatesmead and only seven new homes together with a new drive for Sunte House were finally built on the latter's former horse meadow beyond where the 20-house Gander Green once terminated.

Any analysis of the additional traffic, noise, pollution and flooding impact since the development was completed would show how allowing this type of access to green field developments has a massively disproportionate, unanticipated or ignored impact on the quality of life of the original inhabitants; the majority of whom had chosen their homes years ago precisely to live in a safe and peaceful setting, adjacent to the countryside.

Post the above development, one of the new Sunte Park homes is deemed 'swamp house'; extra 150-metre long / 10-metre wide / 4 metre deep canal-like drain channels and pumping became necessary and, in storm conditions, Gander Green has become prone to flooding that enters homes owing to excess water and sediments much of which flows down from the development overwhelming the existing drainage infrastructure.

Finally, as mentioned in my earlier note to the developer's consultation, while Whitehall may be asking for many more affordable homes to be built, I do not think local demographics justify more than have already been approved and are under construction in this district. One needs only to observe the advanced age of many shoppers at the local supermarkets and shops to see that over the next two decades, a very high proportion of existing homes will be become available. I appreciate that many will be too expensive for next generations, but a better policy would be to gradually convert extremely large and expensive homes (often now too costly to run but with accommodative off-street parking) to town houses or apartments. This would both enable local infrastructure, including EV charging to gradually be improved to cope with the changing demographic profile and reduce the otherwise inevitable increase in car, delivery van, service provider and tradesmen's trucks and HGV journeys to and from the increasingly ultra narrow road developments on the fringes of towns and villages.

Like hundreds of others, I strongly object to the proposed development and ask MSDC to please reject it.

Kind regards