

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 23 February 2025 19:29:33 UTC+00:00
To: "Steven King" <steven.king@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/0015

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 23/02/2025 7:29 PM.

Application Summary

Address:	Land West Of Turners Hill Road And South Of Huntsland Turners Hill Road Crawley Down West Sussex
Proposal:	Outline planning application (appearance, landscaping, layout and scale reserved) for the erection of up to 200 dwellings, and associated infrastructure including new access points off of Turners Hill Road with associated spine roads and car and cycle parking; the provision of open space and associated play facilities; utilities infrastructure, surface water drainage features, and associated features, on land west of Turners Hill Road and south of Huntsland, Crawley Down, West Sussex
Case Officer:	Steven King

[Click for further information](#)

Customer Details

Address:	3 Wychwood Green Crawley Down
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	As a resident of the existing Wychwood Place estate, I am not in principle opposed to the development. I acknowledge the need for new homes and support responsible development, however I

have serious concerns regarding the suitability of this proposal, particularly with respect to access through the existing Wychwood estate. My concerns are as follows:

- The entrance from Turners Hill Road onto Wychwood Place is difficult to see during the day and even more so at night. Additionally, exiting Wychwood Place onto Turners Hill Road is hazardous due to the high volume of traffic, which will only increase if the proposed development is approved.
 - Wychwood Place, Woods View, and Wychwood Green contain several sharp bends that make it impossible for two vehicles to pass safely. Construction traffic and an increase in residents' vehicles will exacerbate these issues, especially with the planned care home, which will see a high number of visitors unfamiliar with the road layout.
 - The first bend on Wychwood Place is completely blind, and parked vehicles immediately after the bend further obstruct visibility. There have already been several near-miss incidents, and additional traffic would significantly increase the likelihood of accidents. I have personally had to perform an emergency stop on this blind bend to avoid a head-on collision with a vehicle unfamiliar with the estate, speeding through recklessly.
 - There is no designated footpath at the entrance to the woods on Wychwood Place. Vehicles navigating the blind 90-degree bend often encounter pedestrians on the roadway, resulting in frequent close calls. Increased traffic will only heighten this danger.
 - There is no safe pedestrian route from Wychwood Place, Woods View, or Wychwood Green to Crawley Down village. Currently, my family must walk on the road to access Turners Hill Road when walking to school and village amenities. The increase in traffic would make this unsafe, forcing more residents to drive, increasing congestion and pollution.
 - The existing low-level lighting in Wychwood Place was a condition of its previous development. While this lighting is barely adequate for current residents, an increase in vehicular and pedestrian traffic without improved lighting would create a hazardous environment. Given that Wates does not own this land, any necessary improvements would require council intervention and additional resources.
 - Wychwood Place is home to many young families whose children play and cycle outside. Increased traffic would create a dangerous environment, significantly impacting the safety and quality of life for current residents.
 - The roads within Wychwood Place, Woods View, and Wychwood Green are private, meaning the current residents bear
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the financial responsibility for their upkeep. An increase in traffic from additional homes and a care facility would lead to greater wear and tear on the roads and shared infrastructure. It is unfair to expect existing residents to fund these additional maintenance costs. If this development is to proceed, the council must adopt the infrastructure to ensure ongoing maintenance and safety improvements are managed appropriately.

If approved, this land will have been developed in three separate phases. Had these developments been proposed as a single application, they would likely not have been approved with the current access arrangements. The approval of this extension to the estate would amount to an incremental expansion without proper infrastructure considerations. The cumulative impact of these developments must now be reviewed in full.

Kind regards