

DUNNINGS MILLS MANAGEMENT COMPANY LTD.

NO.2 BULLRUSHES BUSINESS PARK

Coombe Hill Rd

East Grinstead

Registered No: 09004156

Objection by Dunnings Mill Management Co Ltd regarding Planning Application DM/26/2103

I am writing formally in my capacity as Director of Dunnings Mill Management Co Ltd to register our company's robust objection to the proposed development at Land To The West Of Streatfield Place.

As the entity legally responsible for the management, structural maintenance, safety, and operational integrity of the private road network and infrastructure serving Streatfield Place, we object on the following material planning grounds:

1. Severe Conflict with Active Highway Safety Interventions (Junction Safety)

The junction connecting Streatfield Place to the main highway is severely constrained by substandard visibility lines, restricted geometry, and hazardous traffic conflicts. Dunnings Mill Management Co Ltd has recently found it necessary to submit an active application for a Community Highways Scheme (application No:946149, endorsed by Councilor Jackie Russell) to address pre-existing near-miss incidents, speed profiles, and obstructive parking at this specific junction.

Introducing a concentration of heavy construction logistics, followed by permanent, multi-car residential trips into a junction currently undergoing formal safety intervention, represents a profound and unacceptable risk to highway safety.

2. Irreversible Elimination and Displacement of Historic Residential Parking Amenity

The application relies on acquiring secondary access rights from the original site developer over the existing private estate road of Streatfield Place. However, the applicant's submission completely ignores the real-world operational reality of this road. Because the existing five-bedroom family homes generate vehicle levels that naturally exceed their private driveways, residents have safely and continuously utilised this specific section of the private road for vital overflow parking for the past 12 years.

By formalising this exact stretch of road as the active primary right-of-way for a new, large four-bedroom dwelling, the development would disrupt a parking amenity that residents have safely and continuously relied upon for the past 12 years. The disruption of this established parking provision would cause significant anxiety to residents and materially diminish their residential amenity. With no mitigation or alternative parking proposed, displaced vehicles would inevitably add further parking pressure to the surrounding local roads, which are already frequently congested, increasing obstruction, bottlenecks and highway-safety concerns in the vicinity.

3. Inadequate Road Geometry and Absence of Turning Infrastructure

Streatfield Place operates as a constrained cul-de-sac with no formal, highways-compliant turning head at its termination point. The physical tracking requirements of standard construction vehicles, heavy goods vehicles (HGVs), and plant machinery mean that any development operations will result in the obstruction of the private roadway. This creates a high-consequence operational hazard, potentially disrupting vehicular access for existing residents and preventing the safe passage of statutory emergency service vehicles.

4. Severe Vulnerability of Block-Paved Infrastructure and Existing Road Movement

The unadopted road surface of Streatfield Place is entirely block-paved and was engineered exclusively for low-frequency residential traffic. Block paving relies inherently on a stable sand-and-aggregate sub-base, making it extraordinarily vulnerable to structural shifting and interlocking failure when subjected to heavy loads. Currently, we are already monitoring documented areas of lateral and vertical road movement, specifically concentrated around the main drainage gully structures where the heaviest daily residential traffic occurs.

The intensive tracking of heavy excavators, muck-away trucks, concrete mixers, and construction logistics will inevitably result in rapid, catastrophic sub-base failure. The application fails to include structural impact assessments or a Construction Management Plan (CMP) to demonstrate how our block paving will be physically protected. Dunnings Mill Management Co Ltd objects to any development that shifts the financial burden of repairing or replacing this delicate community asset onto our private company and the existing residents we represent.

5. Increased Hydrological Load, Block Scouring, and Climate Change Pressures

The local area has faced vastly increased heavy rainfall patterns over recent seasons, heavily testing our private drainage systems. If a natural greenfield parcel is replaced with a substantial, impermeable footprint, the volume of surface water run-off will spike dramatically.

This immediate vicinity—specifically including adjacent infrastructure near the Dunnings Mill pub—already suffers from chronic surface water flooding. Any supplementary hydrological load will drain directly over our block paving and into the management-maintained drainage networks. This poses a two-fold threat: it risks immediate flooding of existing properties, and it causes "sub-surface washing" or scouring of the sand bedding layers beneath our road, accelerating the structural sinking we are already experiencing.

Conclusion

For reasons of unmitigated highway safety hazards, the destruction of our established residential parking amenity, operational disruptions to a private cul-de-sac, and the clear risk of structural damage to unadopted community infrastructure, Dunnings Mill Management Co Ltd urges the planning authority to refuse this application.

Yours sincerely,

A solid black rectangular box used to redact the signature of the representative of Dunnings Mill Management Co Ltd.

Dunnings Mill Management Co Ltd