

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 11 August 2025 12:32:30 UTC+01:00
To: "Joanne Fisher" <joanne.fisher@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/24/3051

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 11/08/2025 12:32 PM.

Application Summary

Address: Highfields West Hill East Grinstead West Sussex RH19 4DL

Proposal: Demolition of existing dwelling and the erection of a care home (Class C2) and a separate building with additional care units (Class C2). AMENDED PLANS received 27th June concerning a revised access position on West Hill, updated Bat Survey and Working Methods Statement (inc. Dormouse) received 11th July and revised hard and soft landscaping plan, and Badger Activity and Mitigation Proposals received 18th July 2025.

Case Officer: Joanne Fisher

[Click for further information](#)

Customer Details

Address: Bardon House West Lane East Grinstead

Comments Details

**Comme
nter** Neighbour or general public
Type:

Stance: Customer objects to the Planning Application

**Reason
s for
comme
nt:**

Comments: I object to this proposed development on the following grounds:

Highways

(1) West Hill is a very busy road leading out of East Grinstead to the West. It is a steep hill and when you pass the existing access into Highfields, West Hill widens and traffic naturally accelerates down the Hill past the entrance to West Lane. The proposed access into the proposed development is just up the Hill from the entrance to West Lane by a few hundred feet and is on the steepest fastest part of West Hill. The drawings submitted by the applicant do not show the juxtaposition of the proposed access to the West Lane, but clearly should have done.

(2) Because West Hill is a steep hill, the access into West Lane is inevitably at a sharp angle to lessen the slope onto West Hill and has a retaining wall on one side of the Lane, which hides cars exiting the Lane. In order to exit West Lane safely it is necessary to edge out of West Lane in order to see if there is any traffic coming up West Hill. This is necessary whether you are turning left down the Hill or turning right up the Hill. Even if you are turning left down the Hill you inevitably have to cross into the opposing carriageway in order to complete the turn. As a consequence of the above, in order to exit West Lane safely cars exiting always wait until no cars can be seen at the top of West Hill. Only then do drivers edge out to look down West Hill and then make their move. There are frequently close shaves with traffic in West Hill, particularly when cars exit to the right up West Hill. When exiting to the right up West Hill, cars accelerate up the Hill to stay clear of cars coming up West Hill. Those cars will be accelerating into the very point where cars could be exiting from the proposed access.

(3) You can well see from the above the significant danger that could be caused if the proposed access is approved:-

(a) First, cars leaving West Lane will have even less time to make their move out of the Lane and could be accelerating up West Hill just at the point where traffic is leaving the proposed access.

(b) Secondly, cars exiting the proposed access will be exiting onto the steepest fastest section of West Hill.

(c) Thirdly, because of the retaining wall at the entrance to Highfields up the Hill from the proposed access and because of the retaining wall down the Hill at the entrance to West Lane and the close proximity of West Lane to the proposed access and the bend in West Hill at that point, drivers exiting the proposed development will have insufficient time to see cars coming up or down West Hill to be able to exit safely, even if the proposed access is widened.

(4) West Sussex Highways Department have confirmed to me that their Highway engineers have not driven into and out of West Lane to see for themselves the dangers in exiting West Lane. So I would ask them to reconsider their existing comments on the highway aspects of the proposed development.

If, despite the numerous objections, the development is approved then I consider it should only be approved on these grounds:-

(a) that the speed limit on West Hill is reduced to 20mph.

(b) that the splay to the exit from the development on to West Hill is made much wider than shown in the submitted drawing below, which gives totally inadequate site lines for traffic exiting the development.

https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=A7715CE8184B43308D2E9FFDE2694459

Over Development

(1) The buiding of a Care Home Complex on this site where currently only two houses stand would be gross over development of the site.

(2) In addition the height and massing of the proposed development on land standing much higher than the houses in West Hill and West Lane, coupled with the plan to thin out the trees along the boundary of the site will be over bearing on the houses the other side of West Hill and those on the boundary with West Lane and would be a significant detriment to them.

(3) There will be significant loss of natural habitat for the badgers owls and bats that occupy this area of land.

Your faithfully

Kind regards