

## Steven King

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**From:** [REDACTED]  
**Sent:** 26 February 2025 14:54  
**To:** Steven King  
**Subject:** Re: Objections to DM/25/0014 ; DM/25/0015 ; DM/25/0016 ; DM/25/0017

[REDACTED]

Hi Steven

Of course;

[REDACTED]

On Tue, 25 Feb 2025 at 16:39, Steven King <[steven.king@midsussex.gov.uk](mailto:steven.king@midsussex.gov.uk)> wrote:

Dear Elizabeth

Thank you for your e mail re the above.

Please can I have your postal address so your comments can be registered.

Regards

Steven King, BSc (Hons) Dip TP, MRTPI

Team Leader, Major Development

Development Management

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**Sent:** 25 February 2025 15:04

**To:** Steven King <[steven.king@midsussex.gov.uk](mailto:steven.king@midsussex.gov.uk)>

**Cc:** planninginfo <[planninginfo@midsussex.gov.uk](mailto:planninginfo@midsussex.gov.uk)>; Ian Gibson (Cllr) <[ian.gibson@midsussex.gov.uk](mailto:ian.gibson@midsussex.gov.uk)>

**Subject:** Objections to DM/25/0014 ; DM/25/0015 ; DM/25/0016 ; DM/25/0017

Dear Steven

Please see below for my objections to the proposed large development off Turners Hill Road in Crawley Down: DM/25/0014, DM/25/0015, DM/25/0016, DM/25/0017.

#### Transport/Pollution/Noise

The addition of traffic around Crawley Down from the 350 residential homes and 50 bed care home would be significant. Assuming each household has a minimum of two cars, it means an additional 700 plus c.50 for staff/visitors/deliveries to the care home. This equates to a possible minimum of c.1,500 car movements extra everyday (assuming a return trip to either work or an activity).

The local roads around Crawley Down (Turners Hill Road, Felbridge Crossroads (A22/A264), Turners Hill Crossroads are congested, with wait times beyond the allocated measurements e.g. Turners Hill crossroads at peak times is 20 minutes plus. The Star junction at Felbridge is over capacity as reported by the surveys of both councils it falls under (Surrey and West Sussex Highway Authorities), who do not agree on who should cover any costs, and will be even more so as the land at Imberhorne has just been granted planning. The system is constrained and no infrastructure is in place to take additional traffic. And will likely result in further congestion occurring around the villages and the increased build-up of traffic will extend wait times.

Noted in sustainable documents is that due to the employment type in the area and access to amenities this means most new homes will be car users and not public transport and so increased pollution is likely. Air quality will suffer, bring noise and areas of natural beauty will lose the tranquillity that needs to be protected.

### Transport/Safety/Pedestrians

The two proposed access points onto Turners Hill road will cause congestion on an already oversubscribed B road and calls into question safety as it would be an intensification of pedestrian movement. All would have to cross over to reach any amenities, including Doctors, Dentists, Pharmacy, Post Office and Shop increasing likelihood of accidents.

### Sustainability of the village for the current residents

**Doctor's Surgery** – The Crawley Down Health Centre has been placed in special measures by the CQC (Care Quality Commission) due to widespread issues on how they manage the safe care of the people using the practice. As of the 2021 census 5,774 people live in the village and it is reasonable to assume the surgery cares for a significant portion of those. Another 1,000 of additional potential patients are simply not feasible and **should be a major consideration for any planning**.

**Energy** - Crawley Down suffers from a high number of power cuts every year. The infrastructure struggles with the existing number of homes, adding more may result in severe risk of the local power network been overloaded. There is no mention of anything in place/planned to combat this.

### DPC2 – Preventing coalescence

The proposed sites of land west of Turner's Hill (DPA9), Hurst Farm (DPA10) and Crabbet Park (DPSC2) plus two additional sites at Felbridge (ref. DM/23/0810) and Imberhorne Farm (ref. DM/23/2699) East Grinstead removes a significant amount of countryside between East Grinstead, Felbridge, Crawley Down and Crawley. All but effectively joining them together and promoting urbanisation rather than preventing it.

This does not protect the unique characteristics of each location especially for a village such as Crawley Down that residents would like to see remain a separate village.

A loss of identity for each community as the scale increases.

#### DPC1 – Protection of Countryside (protection of green infrastructure)

Already strained ecosystems due to multiple sites that have been developed on the edges of Crawley Down e.g. Taylor Wimpey Hazel Rise and Felbridge e.g. Chestnut Grange & Evelyn Gardens. At this point further growth at Turners Hill road will significantly increase the strain and possibly tip the balance.

Loss of habitat for animals in the area e.g. large herds of deer travel through Crawley Down, Felbridge and to Turner's Hill and beyond, now with much reduced natural corridors there is a reduced area they can roam and graze. They are further pushed into urban environments and onto the roads, causing accidents.

#### Worth Way (WW)

Pushing nature and humans into a yet smaller corridor. Already congested by people trying to escape the built-up areas the Worth Way will suffer from increased residents.

The WW is one of the few designated bridleways in the area but it is difficult and often unsafe for riders and their horses to use it with the huge increase in cyclists and dog walkers, i.e. more residents.

No provision is made in these plans for horse riders in the community, only walkers and cyclists. Horse riding is also a sport which funds a large amount of local businesses/salaries (feed shops/farriers/agriculture) however the facilities are very hard to come by as more countryside is given to development in the area. There are now no open spaces to take horses and let them have some element of freedom, for example: another local bridleway joins the WW (path numbers – 40aEG and 44bEG) which due to the Felbridge and Imberhorne developments has removed any open field space so riders are pushed into small paths and onto the roads.

Within the allocation of 13 hectares of open/public space in the development it would be hugely beneficial to the equestrian community to have bridleways incorporated and importantly access to a field of open space that they could use safely, away from the roads.

Based on all of the above I do not believe these plans support the current needs of the community and is not positively prepared to improve and manage these needs by adding further homes and a care home. Therefore, I believe the plans are unsound and not justified in this area of Mid Sussex.

Many thanks

Elizabeth

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