

From: planninginfo@midsussex.gov.uk
Sent: 05 July 2026 23:52
To: Steven King
Subject: Mid Sussex DC - Online Register - Comments for Planning Application DM/25/3129

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 05/07/2026 11:52 PM.

Application Summary

Address:	Land At Borde Hill Lane Haywards Heath West Sussex
Proposal:	Outline planning application for the erection of up to 117 dwellings, together with the provision of landscaping, open space, and associated development works, with access from Balcombe Road. All matters reserved except for access. (Amended plans and supporting statements received 15th April reducing the number of proposed dwellings to up 117 and reducing the size of the proposed roundabout). (Additional ecology information received 19/05/2026). (Additional highways information received 12/06/2026).
Case Officer:	Steven King

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Customer Details

Address:	89 Penland Road 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:	Objection to Planning Application DM/25/3129 Land at Sugworth Farm Site, Haywards Heath

Dear Sir/Madam,

I wish to maintain and strengthen my objection following the latest consultation on this application.

Having reviewed the additional highways and ecological information submitted during this further consultation, I remain of the view that these documents do not materially alter the planning impacts of the proposal or address the principal concerns previously raised by local residents and consultees. The amendments largely refine proposed mitigation and future management rather than resolving the fundamental issues relating to flood risk, highway safety, infrastructure capacity, environmental impact and the overall suitability of this site for

development at this scale.

Whilst I appreciate that an outline application is not expected to resolve every technical detail, I remain concerned that the acceptability of this proposal depends upon a substantial amount of future design work, mitigation, legal agreements, protected species licensing and long-term monitoring across multiple disciplines. In my view, this does not provide sufficient confidence that the cumulative impacts of a development of this scale have been satisfactorily addressed at this stage.

While the number of proposed dwellings was previously reduced from 125 to 117 and the proposed roundabout has been amended, these changes do not materially alter the scale or impacts of the development. The proposal remains substantially larger than earlier indications for the site within the emerging District Plan, where approximately 60 dwellings had previously been envisaged. A reduction of eight dwellings does not significantly alter the scale, impact or planning balance of the scheme.

Flood risk and cumulative drainage impacts

Flooding remains my primary concern. Several neighbours in Penland Road and Turners Mill have experienced repeated and severe flooding of their homes in recent years, including events in May 2024 when ground floors were inundated. Photographic evidence demonstrating the extent of flooding has already been submitted.

There has been a noticeable increase in surface water flooding locally following nearby development at Penland Farm. Residents remain concerned that the removal of large areas of permeable land and natural infiltration capacity has not been adequately compensated for by engineered drainage measures introduced later. This history is highly relevant when considering further major development immediately nearby.

The application continues to rely heavily on future detailed drainage design and mitigation measures that have not yet been fully demonstrated or tested. In effect, critical flood risk issues continue to be deferred to later stages rather than being conclusively resolved at outline stage.

This is particularly concerning given the wider local context. Residents are increasingly experiencing the contradictory situation of worsening winter flooding alongside recurring summer hosepipe restrictions and rising water charges. Continued large-scale development without clear evidence of sustainable water infrastructure, water supply resilience and genuinely robust runoff management does not appear responsible or future-proofed.

Parts of the site lie within existing surface water flow paths, and uncertainty remains regarding the long-term effectiveness and maintenance of the proposed drainage systems. The proposed interception of flow routes through engineered features and highway drainage infrastructure may not perform effectively during increasingly common extreme rainfall events.

Given the cumulative impacts of recent development in this part of Haywards Heath, I do not believe sufficient certainty has been provided that further housing can proceed without increasing flood risk elsewhere, contrary to the objectives of the National Planning Policy Framework and District Plan Policies DP41 and DP42.

Highway safety, congestion and transport sustainability

The additional transport information does not materially alter the transport impacts of the scheme. Balcombe Road, Penland Road and surrounding routes already experience severe congestion, particularly at school drop-off and collection times. In practice, many families rely on car travel even over relatively short distances. I regularly witness hazardous manoeuvres, unsafe reversing across pavements and dangerous turning movements creating risk to pedestrians, including children.

Although further transport modelling has been submitted, much of the applicant's case depends upon aspirations that residents will make greater use of walking, cycling and public transport in order to reduce car journeys. However, the additional Transport Assessment predicts only a modest reduction in peak-hour vehicle movements under this "vision-led" scenario. Such a

small reduction is unlikely to have any meaningful effect on the existing congestion and road safety issues experienced daily in the surrounding area.

The Highway Authority's latest consultation response, together with the accompanying Road Safety Audit, demonstrates that the development remains dependent upon extensive planning conditions, Section 106 obligations, further design work, future monitoring and the possibility of additional mitigation if the anticipated reductions in car use are not achieved. In my view, this reinforces rather than diminishes concerns about the sustainability of the proposal.

Public transport provision also remains limited. While improvements to bus stops are welcomed, the consultation response confirms that increasing bus frequency, or providing evening and Sunday services, is not currently considered commercially viable. The assumption that future residents will make significant use of sustainable transport therefore does not fully reflect the practical reality of the area.

Although the proposed roundabout has been reduced slightly in size, it would still introduce a substantial urbanising highway feature into what remains a semi-rural approach to the town. The extent of visibility splays and associated land take remains significant.

Pressure on local infrastructure

The amendments do not resolve the pressure additional development would place on already stretched local infrastructure and services.

Local schools are already operating at or near capacity. Harlands School has required bulge classes to accommodate demand, and some local families already travel further afield to secure school places. School-related traffic congestion in surrounding roads is already severe and would inevitably worsen.

Residents also increasingly experience difficulty obtaining GP appointments, while road capacity, parking and other community infrastructure have not kept pace with recent population growth.

Policy DP20 requires development to be supported by adequate infrastructure provision. At present, it remains unclear how the cumulative impacts of further growth would be sustainably accommodated.

Landscape, countryside character and environmental impact

The site remains highly sensitive in landscape terms and forms part of the transition towards the wider High Weald landscape. The amendments do not materially change the overall urbanising effect of the proposal or the loss of greenfield land and rural character.

The submitted Biodiversity Metric indicates that, whilst the statutory Biodiversity Net Gain requirement is achieved through off-site habitat creation and enhancement, the ecological value of the application site itself would nevertheless be substantially reduced. Compliance with the Biodiversity Net Gain framework does not alter the significant loss of existing greenfield habitat, countryside character and openness that would result from development of this site.

The latest ecological consultation also confirms that the site supports protected species, including Hazel Dormouse, together with bat roosting potential, and that the proposal will require extensive mitigation, protected species licensing, habitat management and long-term ecological monitoring extending for at least 30 years. Whilst I acknowledge that the Council's ecological adviser considers these matters capable of mitigation through planning conditions, legal agreements and off-site biodiversity compensation, this reinforces the ecological sensitivity of the site and the significant environmental changes that development would entail.

Prematurity and planning balance

The principle of development on this site has not yet been fully resolved through the plan-making process, and the site is not currently allocated within the adopted District Plan. Granting outline planning permission now risks predetermining that process prematurely.

Conclusion

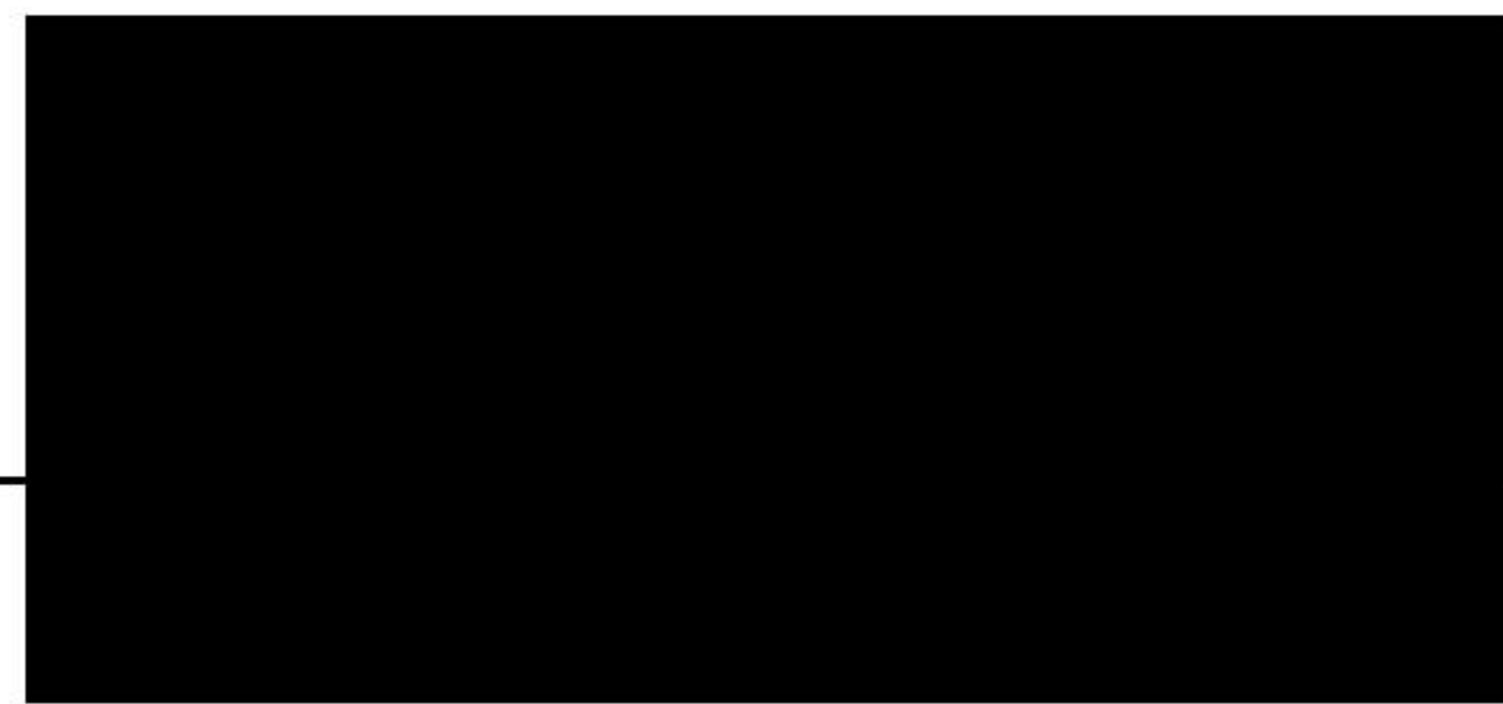
Having reviewed the additional consultation material, I remain firmly of the view that the amendments do not materially overcome the fundamental concerns identified by residents and consultees. The proposal continues to raise significant concerns regarding flood risk, highway safety, infrastructure capacity, environmental harm and the loss of countryside.

Taken together, the latest consultation responses demonstrate that the proposal remains dependent upon extensive mitigation, multiple planning conditions, further design work, future approvals, legal agreements, protected species licensing and long-term monitoring across several disciplines before its impacts are considered acceptable. In my view, this underlines the environmental sensitivity of the site rather than demonstrating that the fundamental planning concerns have been overcome.

While I recognise the need for new housing, development should be genuinely sustainable, infrastructure-led and environmentally responsible. In my view, this proposal does not currently achieve that standard.

For these reasons, I respectfully request that the Council gives full weight to these continuing concerns and refuses planning permission.

Yours faithfully,

A large black rectangular box redacting the signature of the author.

Kind regards