

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 15 February 2026 22:11:41 UTC+00:00
To: "Joseph Swift" <joseph.swift@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/0073

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 15/02/2026 10:11 PM.

Application Summary

Address:	Land Off West Hoathly Road East Grinstead West Sussex
Proposal:	The erection of 44 new homes with access from West Hoathly Road, vehicle and cycle parking, landscaping, drainage, and associated infrastructure and highway works.
Case Officer:	Joseph Swift

[Click for further information](#)

Customer Details

Address:	'Rosehill' Dunning's Road East Grinstead
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	1. Objection: I Object to application DM/26/0073 for the following concerns. 2. 'Customers': why are 'Residents' referred to as 'Customers' on the form? This distances Residents as 'Integral Stakeholders' in the process - i.e., that essentially, creates an 'adversarial relationship' in how Local Authorities/Elected Officials consider the interests of affected residents.

3. Council/Applicants Submissions: The number of required planning submissions is a considerable amount of 'legalistic-Info' to comprehend prior to submitting a response. This could be made more 'User-Friendly' for residents by using 'Specific Topic Headings' that would reduce the 'frustrating burden imposed on residents' when responding to these applications.

4. Enabling Infra-Structure Considerations:

- Contingency Planning: after the recent calamity caused by the recent water outages and low pressures now requires WSCC and MSDC to reassure residents including local schools that South East Water have an effective 'Water Failure Emergency Plan' that meets the requirements of the Department for Environment, Food and Rural Affairs (Defra) to secure the continuity of water supply;
- Defra: WSCC and MSDC need to demonstrate that the requirements of the standard licence conditions re. capacity provision been met:
- Section 106 Agreement: the legally agreed monies provided by the developer will be retained to specifically underpin the conditions imposed on the developer for this development if agreed;
- Road Traffic Management: risk assessments should be undertaken for the safety of local traffic via. a traffic management plan;
- Utility Provision: the application should show that the existing water supply and sewage systems have the capabilities to meet demands/capacities required by the applied development;
- Drainage: the application must precisely explain how new road run-off rain water will not add to the existing risk of road flooding which recently happened;
- Emergency Responses: what provision attendance times given the increased traffic counts

5. Construction Phase:

- Areas of Outstanding Natural Beauty (AONB): planning policy states that development should not occur in AONB's or on Ancient Woodland except in the most exceptional circumstances, and it is not apparent that there is any exceptional reason why a large holiday park should be built on such a protected site from inappropriate or excessive development;
 - Road Widening: there have been proposals to limit the size that would damage the local sandstone outcrop feature which is part of the AONB and under the High Weald AONB Management Plan, where any harm to sandstone outcrops is considered to be a major impact on natural beauty to accommodate construction vehicle width, that cannot be undone after development;
 - Narrow Roads - Traffic Management Plan: there will be a need for WSCC/MSDC to devise a traffic management plan for the safety of non-construction road users given the location for site access/egress. It is blatant that these works would bring construction vehicles/dump trucks into direct conflict with the local bus services on the very narrow roads. Basically, roads in the
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area are simply not suitable for construction vehicles that would directly bring them into conflict with busses with an extremely high potential for fatal consequences. Historical evidence showing how incidents of traffic problems are unacceptable due to increased traffic use: currently cars regularly park for a significant length on Dunning's Road;

- Community Speed Watch (CSW): patrols indicate there to be a significant numbers of HGV wagons on local roads including Dunning's Road, where Big Heavy Duty Farm Vehicles towing big trailers, 20/40 Ton HGVs, Vans and cars that regularly exceed the local 30mph speed limit. Where at times smaller vehicles are forced to 'back-up' as the road narrows - some drivers are using the entrance into an informally dangerous 'passing point'. Also, Scouts trekking, those undertaking the Duke of Edinburgh Awards, U3A trekkers, et al., puts pedestrians at risk who use the verge;

- Route Adherence and Timings: past experiences raise the question whether all HGV drivers would adhere to agreed routing agreements in order to speed-up the work - e.g., using Coombe Hill Road because it could be a quicker 'rat-run' route, encouraged in an attempt to circumvent school-runs and peak-time traffic at either end of the day;

- Construction Traffic: commenting on this application cannot exclude the vehicular impact loaded on local roads by traffic from the Imberhorne Farm development and, traffic associated with the landfill cap system of the former Standen Landfill site at Evergreen Farm, West Hoathly Road, East Grinstead, RH19 4NE: WSCC/004/20 with an anticipated 12,000 - 15,000 HGV deliveries (likely to be one HGV movement every 7 minutes,) and return trips in addition to those from to and from site, for 80-weeks with the site operating from 07.00 to 17.00 Monday to Friday and occasionally Saturdays 08.00 to 13.00 and, applicant is agreeable to controlling vehicle deliveries to outside of peak hours (9.30 - 15.30) if necessary, which is likely to impose a 51% increase on West Hoathly Road would not be easily accommodated;

- Road Weight Restrictions: how will WSCC/MSDC/Sussex Police control and enforce road weight restrictions set out in 'The Road Vehicles (Construction and Use) Regulations 1986' (as Amended); which are imposed for structural or environmental reasons - i.e., not to further increase the unacceptable volume of pot-holes being hammered by wagon suspensions in the road also minimise vehicle noise. Monitoring/policing also prevents large vehicles from using inappropriate roads, routes and areas in order to reduce the danger to pedestrians, other road users, reduce and manage road congestion, damage to buildings, roads and bridges, preserve the character, amenity and environment of an area;

- Contaminated Roads: this has previously a matter of concern raised with councillors, where construction vehicles joining West Hoathly Road from Evergreen Farm site have left mud and debris on the road making the road surface in a dangerous state especially when it rained: requesting the police to close the road

for cleaning had been considered;

- Management of Environmental Noise and Vibration Emissions: what measuring/monitoring systems will MSDC put in place to prevent the noise and vibration from site workings - e.g., machinery reversing alarms, excavation noise, engine noise and ground vibration adversely affecting neighbours as described in UK standards - i.e., BS 4141 also BS 5228 Pts 1 and 2; where the movement of heavy trucks to and from the site generate low-frequency ground bourn vibrations [(1-100 Hz) with Peak Particle Velocity potentially reaching 50 mm/s (2 in/s)] that are of particular concern for roads (where the impact force from loaded wagon wheels will not exacerbate the vast amount of existing pot-holes), existing/established infrastructure, and nearby buildings;
- School Crossing: the unmanned crossing could become increasingly dangerous for schoolchildren should Dunning's Road become a route for construction vehicles - i.e., The Meads, Sunnyside Pre School Toy Box Nursery School, Tobias School of Art and Therapy;
- Coombe Hill Private Road: will become a 'rat-run' - possible cause of aggressive behaviour when residents attempt to prevent the increase in 'rat-run' vehicles damaging their road;
- Traffic Counts: what traffic counts have been undertaken or planned for using pneumatic road tubes to measure flow and speeds on roads local to this development to take account of HGVs, buses, commercial vehicles and cars as opposed to using the hypothetical DoT National Road Traffic Projected estimates;
- Monitoring Compliance: what monitoring/reporting schedules will WSCC also MSDC use to check regulatory compliance - i.e., accountability, inspection and enforcement, imposed on this development(s) will be open for the public to see, should it be approved.

6. Post Construction:

- Controlled Crossing: the agreed s106 monies should include for the provision for the installation of a light-controlled 'Puffin Crossing' as a prioritised pedestrian crossing for what will become a busy section of road;
- On-Road Parking: this development will increase the number inconveniently parked vehicles near to the Meads school - drop-off and collection cars can total 20 to 30 parked - some of which are High Sided SUV vehicles, on both sides of adjacent unrestricted roads;
- Community Transport Services: the siting of bus stops will hinder the pedestrian safety and moving traffic - e.g., cyclists, given the blind bends and layout of West Hoathly Road,

Kind regards