

Mid Sussex District Council
Oaklands
Oaklands Road
Haywards Heath
West Sussex
Rh16 1SS

1 March 2025

Dear Sirs

Re: Planning Application No's: DM/25/0017 – DM/25/0016 – DM/25/0015 – DM/25/0014

We write with reference to the above applications to which we strongly oppose for the following reasons, some of which are specific to only one of the applications but the majority apply to all.

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Firstly however, please see below photos taken today of the fields and wildlife that this planning application will destroy. The beautiful fields, destroyed. The quiet and peaceful environment that we so enjoy, destroyed. Our green and pleasant land, destroyed. The natural habitat, destroyed. The beautiful wildlife that we so enjoy, destroyed.





Practical Access/Roads - There are local and regional practical access issues this plan will cause problems for the communities and public services, which include but are not exclusive to:

- (a) The Impact on neighbouring properties and privacy
- (b) Wychwood has extremely poor access onto and off the estate using a small single entrance / exit onto the site from a 'B' road Turners Hill Road, which is at the junction with another 'B' road Sandy Lane.
- (c) We have many resident and visitor vehicles parked on the road daily and overnight.
- (d) The width of the estate road only provides for and just fits two cars passing slowly.
- (e) The estate has low level lighting throughout, which is sufficient at the current low levels of traffic.
- (f) There are also very tight & blind corners
- (g) The suggested increase in traffic and or congestion on and off the site and on Turners Hill Road will undoubtedly create bottle necks at varying times throughout the day.
- (h) Given the width, design and blind bends of this private road it raises significantly the risk of avoidable accidents both with and or vehicles and or with humans.
- (i) Wates own supporting paperwork suggests that people walking will only increase slowly being an additional 1% over 3 years and that use of own vehicles will be somewhere between 70-80%. The road infrastructure cannot cope with this increase.
- (j) This is a private road and was designed for the current level of properties.
- (k) The drainage underneath the road is not sunk very deep and as each property has an access manhole cover in the road that means much damage to the manhole covers, roads and drains with increased heavy vehicular transport over many years plus the associated traffic with the build.
- (l) Such a build, which has increased in the number of properties e.g. 65 care bed facility from the original 50 care bed facility since Wates own consultation, will require much heavy plant machinery and vehicles and over a sustained period to provide for and erect the hundreds of homes as well as a commercial building, which based on the capability and capacity of the available access will provide for avoidable damage, pollution in all its forms, as well as increased health and safety dangers including the avoidable accidents and health and well-being issues referred to.
- (m) This road was not intended for such increased numbers in transport, which would somehow have to try and accommodate the additional traffic of the proposed 200 properties x 2 vehicles average per property (say a minimum of 400+ vehicles) notwithstanding visitors plus a 65 bed car home, which would include care home vehicles, staff vehicles, trade vehicles and visitors vehicles. All these properties would also be receiving deliveries of various descriptions so should include other forms of transportation as well as vital public services such as the police, ambulance and fire. Additional vehicle numbers could exceed 500 and so thousands of trips are envisaged daily as each trip will go out and then have to return.
- (n) Parking of the vehicular transport associated with the build will clog up our small roadways, increase the dirt and mud associated with such transport and cause avoidable associated health & well-being issues for residents.
- (o) Should this access be approved then this private road will cease being a private road and will become a thoroughfare and or cut through to the properties' being proposed. Presumably this means that the council will adopt the Wychwood estate roads in order to take over the responsibility for all the roads so that it is able to make good the then public street lighting to an appropriate level and also the maintenance of the roads given the significant increases in load both in terms of weight of that transport but also the significantly increased numbers and varying types of vehicles'.

- (p) This is not what all freeholders signed up for as part of their contractual purchase agreement as none of these proposals were envisaged and or declared within the public domain.
- (q) The volume and frequency of such increases in vehicular traffic on a private road with no through road and which has low level lighting raises significant concerns as to the safety and security of existing residents, their children and or any vulnerable persons as well as their property.
- (r) Currently children can ride their bikes and play out with other local children in the knowledge of little through traffic. This is vital at a time where society is trying to improve activity in the young but this will not be practical for safety reasons under the proposal.
- (s) Residents can walk their dogs off the lead and participate in regular get together on the green building up and providing for a real sense of community. However the access will drive along the green and so this will not be possible for practical reasons under the proposal.
- (t) Residents in particular female and children residents are able to walk and run in safety with the knowledge of a private dead end road that also allows for an ability to get to know local vehicles' and residents'. This may make some children and females uncomfortable given the vast increases in unknown traffic and so may not be practical under the proposal.
- (u) The avoidable and unnecessary damage & deterioration of this road structure will increase the likelihood of accidents to humans.
- (v) There will also be significant increases in maintenance and support costs disproportionately, which should be borne by the appropriate authority.
- (w) Given the poor access and an already saturated in traffic terms Turners Hill Road there is a significant increased risk and or danger of road traffic accidents.
- (x) As a private cul-de-sac road residents are paying for privacy, exclusivity and so are better able to manage our small community including issues like damage, anti-social behaviour or whatever as residents know each other and can work together for a common cause. However, if this is opened providing for a through road then this ability will be diminished if not removed.

Public Health & Well-Being and Pollution - The resultant odours and pollution including noise, air and light, in the area causing and impacting on the health of local and regional residents and including the impact on local amenities and services. Living or spending long periods of time next to a busy road(s) can lead to increased health problems. This includes many air pollutants that are produced by the vast number of road vehicles as suggested, which are the minimum and so concentrations will be higher.

- (a) Pollution concentrations with a few metres of busy roads are normally 2 or 3 times those at background locations, which are defined as normally at least 50-100m away from busy roads. The most extreme conditions are found in narrow streets, which can trap pollution and lead to more elevated concentrations.
- (b) Petrol based heavy and light duty motor vehicles of all descriptions are a significant source of air pollution and are important contributors of anthropogenic carbon dioxide and other greenhouse gases and so emit particularly high concentrations of fine soot pollutants including nitrogen oxides, elemental carbon, ultrafine particles, heavy metals, polycyclic aromatic hydrocarbons, and volatile organic compounds.
- (c) Toxic substances are also found in the coarse particles formed from brake wear and road surface abrasion and these particles are re-suspended in the air by moving traffic.
- (d) There is now strong evidence of a link between traffic-related pollution and a worsening of lung conditions such as asthma and chronic obstructive lung disease (COPD). In

addition, research suggests traffic-generated air pollutants in the development of asthma and COPD, particularly in those living close to busy roads.

- (e) There is also evidence of a link between traffic-related pollution and heart diseases as well as premature death.
- (f) Recent research has also highlighted potential links between traffic related pollution, and road proximity with reduced cognitive performance in children. Whilst this evidence is relatively new it is likely to become a major topic in the coming years. It is now much clearer that the impacts of air pollution are felt across the whole life course and are not simply focused on aged vulnerable populations.
- (g) Excessive Noise levels due to the significant increase in traffic will also be an issue and impact negatively on the quality of life of all residents of all ages in the surrounding area.
- (h) The excessive noise generated by increased traffic and associated activities will have a significant impact on the well-being and mental health of residents.
- (i) The resultant increase in vehicular traffic, which is already recognised as being at saturated levels, can only exaggerate the situation further.
- (j) This plan would increase congestion, affect local road networks and create many safety hazards for pedestrians and cyclists.
- (k) The project lacks adequate provisions for parking or public transportation and it will probably further exacerbate these issues.
- (l) Given the Government's plan towards net zero these plans do not advocate for sustainable transportation solutions but only seek to ensure that the development will provide for increased traffic problems, congestions and pollution in its many forms including noise, air and light.
- (m) Currently residents benefits from hearing and seeing the local wildlife including deer, rabbits and birds. This will all be destroyed.

Flooding / Drainage - There are questions over whether the local infrastructure is capable of accommodating this increased demand in power, telecommunications and risks of flooding.

- (a) Wychwood properties already suffer significantly with much garden and footpath flooding. The surrounding land around Wychwood also floods on the south and west side and in the woods by the flats often creating a pond after heavy rain.
- (b) Wates flood risk drawings suggest that any water will flow to the woods.
- (c) Wychwood property residents given their current and existing flooding problems' have been told by Elivia homes builders that our flooding originates from the field higher up and so again development of this land can only add to the flooding and drainage problems being currently suffered.
- (d) Some of our roads have actually been stained by the excess water coming up through the kerb stones because it has nowhere to go.
- (e) So the plan will despite Wates flood reports, (which seem to rely upon the lie of the land and not what is going on underneath the ground) only exasperate these conditions making things worse for existing residents and undoubtedly any new occupiers of whatever properties.

Public Amenities & Services - There will be an effect on the availability and accessibility of essential amenities and services in the area. This plan can only place additional strain on already over stretched resources, such as schools, all healthcare facilities and or public amenities.

- (a) We have lived in Wychwood Green for nearly 9 month and to date we have not been able to register for a doctors or dentists with none of the current surgeries able to take new patients.

- (b) Protecting, maintaining and supporting access to essential amenities and services is crucial for the health & well-being, education and quality of life of all residents.
- (c) The increased traffic will lead to congestion and longer commuting times given there are already various local traffic bottle necks.
- (d) Turners Hill Road and surrounding area is often enjoyed by cyclists throughout the year. The significant increase and volume of traffic including the bottle necks will add to the risks of avoidable accidents with cyclists. Turners Hill Road is also used as part of the annual London-Brighton cycle route.
- (e) Given the traffic issues raised the impact on public transport needs to be thoroughly assessed given that such transport whilst stationary (dropping off / pick up) on Turners Hill Road will further add to congestion and or if not frequent enough could add to additional vehicles being used to travel.
- (f) There are questions over whether the local infrastructure is capable of accommodating this increased demand in vehicular and or public transport.
- (g) This plan particularly around access and highways would be completely out of character with the area and the surrounding area as described in part above.
- (h) This plan would negatively impact on local and regional wildlife as described in part above.
- (i) These plans (total 350 properties of say 4 persons plus a care home with say 65 persons = approximately 1,500 persons of all ages) would add a huge workload upon already stretched local and regional public services including doctors, dentists, hospitals and schools and others as described in part above.
- (j) Given the obvious transportation challenges and impact on public services we would consider involving the police service as a minimum given that prevention is generally better than cure but with the risk of accidents significantly increased their wise council may be mutually beneficial.

Mid Sussex Council Priorities

There are council obligations to:

- (a) Protect, maintain and support the interests of established and neighbouring properties.
- (b) Protect, maintain and support the privacy of established and neighbouring properties.
- (c) Protect, maintain and support the enjoyment of established and neighbouring properties.

These seem to be overlooked within these proposals.

We hope that Mid-Sussex Council and its planning team will ensure that Wates or any builder will support all of the community's needs and wishes given the council's priorities as stated within its own plan 2020-2025, which shares that their priorities' as:

- (a) Keeping people safe from vulnerable situations
- (b) A sustainable and prosperous economy
- (c) Helping people and communities to fulfil their potential
- (d) Making the best use of resources

We share this hope as this plan falls well short of chapter 13 of the National Planning Policy Framework as it neither meets 'exceptional circumstances' and or 'very special circumstances' yet Wates seem to be pressing ahead regardless. Despite this there remains no need to redefine the Green Belt until all brown field sites have been fully utilised, and the Councils should look to support ALL of its community.

We would remind both Wates and our Council of the councils published priorities' as above given that residents (particularly children and vulnerable people) are quite clearly not being kept safe from avoidable vulnerable situations, and given the significant impact on quality of life, health & well-being and the impacts around general and local mobility, accessibility and public services including education and outdoor activities coupled with the added risks of flooding that this plan doesn't support a sustainable economy as it does not help its people and communities to fulfil their potential and most certainly doesn't make the best use of vital and finite resources.

In summary these applications should be rejected as:

- (a) They will destroy the local green belt countryside and natural habitat.
- (b) They will place an unprecedented strain on local resources
- (c) The local road networks will not cope with the additional traffic.
- (d) There is insufficient public transport services available to service the extra residents.
- (e) The roads being used to access these sites are too narrow for the volume of traffic the developments will create.

Yours sincerely

