

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 16 March 2025 19:22:11 UTC+00:00
To: "Joanne Fisher" <joanne.fisher@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/0445

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 16/03/2025 7:22 PM.

Application Summary

Address:	Land At Colwell Farm Lewes Road Haywards Heath West Sussex
Proposal:	Outline application with all matters reserved except for access, for up to 80 dwellings with associated landscaping, open space, infrastructure and vehicular and pedestrian accesses.
Case Officer:	Joanne Fisher

[Click for further information](#)

Customer Details

Address:	Merryfields Lewes Road Haywards Heath
----------	---------------------------------------

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	OBJECTION to planning application for development of land at Colwell Farm, Lewes Road, Haywards Heath. Application Reference DM/25/0445 Introduction We live on the A272 and are directly affected by the proposed development. We strongly oppose the application for development and urge the council to reject it.

The proposed development site ("site") is nestled in untouched Meadowland un-farmed and left to nature for several decades. The site forms part of the land which had been used since Neolithic times for the production of charcoal and the smelting of iron. Slugwash lane which runs parallel to the site and derives its name from the production of iron 'slugs'. Ancient pathways traverse the nearby woods.

The site comprises a rare south facing microclimate and includes ancient woodland, ancient hedgerows and large mature trees within its boundaries. The part of the site which is proposed for access and therefore likely to be heavily used, irreparably damaged and polluted is within the Haywards Heath conservation area. The site is in open countryside with a vista stretching to the Southdowns and forms part of a green corridor which stretches from Ardingly, through Lindfield on to Scaynes Hill, Wivelsfield and beyond. It forms a natural green boundary between Haywards Heath, Lindfield and Scaynes Hill.

The site is a haven for natural wildlife, including numerous species of wild birds, mammals, reptiles and invertebrates, many of which endangered. The site is close to an unmade public footpath which provides local residents the amenity to enjoy open countryside and exercise dogs on a lead.

The site is in a flood risk area and any interference with natural water flows will severely damage adjoining woodland.

The site will access across the conservation area on to the A272 which is the main arterial road from Kent and East Sussex through Haywards Heath to the remainder of West Sussex and Hampshire. It is one of the busiest and consequently most dangerous roads in West Sussex handling numerous heavy HGV lorries, coaches, buses as well as cars, vans and more and more delivery vehicles. It is the main route for commuter traffic to the centre of Haywards Heath and its bus and rail terminals.

There are no continuous footpaths connecting the site to Haywards Heath, Lindfield or Scaynes Hill and no cycle paths in any direction. The Lewes road adjacent to the site is characterised by large properties with extensive grounds and gardens fronting the road. It provides a welcome introduction for those visiting Haywards Heath to the town's heritage. There are listed properties close to the site including an ancient Sussex barn close to the proposed access route and nineteenth century villa directly opposite it.

It is evident from the summary above that the site is totally unsuitable for the type of development proposed and the planning application for the site ("application") should be rejected.

Our objection to the development in more detail is as set out below.

Notice and Consultation

The developers have made some comments to support the application based upon a consultation process they undertook. We wish to make it clear that neither we nor most of our neighbours on the A272 were invited to comment on the proposed development. Had we been made aware of the development we would certainly have made our objections known. Had the consultants ensured that its communications were received by all those affected by the proposed development we are sure there would have been more vocal opposition to the proposals.

We are also aware that a number of those closest to the proposed development and therefore most likely adversely affected by it are legally "gagged" from opposing it. We are aware that legally enforceable covenants prevent these residents from opposing the planning application. Local opposition is evident by the comments opposing the proposals now being aired on social media. It is certainly clear that 5/6 ie 83% of those actually consulted, opposed the development and the planning website.

Neither we nor our neighbours received notification from the Council of the development despite our proximity to the site. Given that the developers have had several years to write their proposal it is inequitable that local residents have been given only a few days to comment and less than that for those not informed of the development. We would request that the Council undertake further public consultation.

The application and its supporting submissions have all been commissioned by the developer and are not independent. Whilst factual data may be accurate, the comments and advice of the consultants is inevitably skewed in favour of the developer's aims and requirements. We trust that the Council will take this into consideration in its assessment of the application and favour the interests of its residents and taxpayers above the interests of an outside developer who does not understand the needs of the area and is only interested in profit. A good example of the skewed nature of the consultants reports are the pictures taken along the A272 which are liberally displayed in the application submissions. These give a false impression of the density of traffic along its route and some have been taken nowhere near the site.

Openness of the Countryside

The application does not meet the statutory requirements or guidelines for development within the open countryside and should be refused. The proposed development will adversely

impact upon the rural urban balance in the local area. Planning application reference number 05/01370/FUL on land adjoining the site was refused on the grounds that it would compromise the openness of the countryside. The site is in open countryside stretching to the Southdowns and the application should be refused on the same grounds.

The application, because of its sitting/scale would affect adversely the visual amenities of the locality in that it would be obtrusive in the landscape and prominent from surrounding view points and therefore conflicts with policy C12 of the adopted West Sussex Structure Plan 2001-2016 and the provisions of the Mid Sussex District plan 2021-2039.

Ancient Woodland

Part of the site incorporates ancient woodland. There are very few sites in the UK where ancient woodland still exists.

Paragraph 186 c) of the NPPF states that 'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy'

A development site which includes ancient woodland within its boundaries and proposes housing, roads, play areas and flood defences in very close proximity to it, is without doubt going to cause deterioration and very likely irreparable damage to the woodland. The site is currently secluded and free from public access, thus preserving the ancient woodland and its unique habitat. The proposed development will inevitably increase access to the woodland and result in extensive damage including from foot traffic, timber cutting, fires, and from pets hunting wildlife. We also understand that veteran trees including in the middle of the proposed access road will be felled as part of the development and those which are left will suffer irreparable damage to their root structures leading to their likely demise. Less than 2.5% of the UK's natural ancient woodland remains and less than 7% of that ie 0.0017% is in good condition. (figures from the woodland Trust). We must preserve what we have left.

Wildlife Habitat and Biodiversity

The site is a "rare south facing micro-climate" the majority of this type of microclimate has been lost due to other development in this area. It is essential therefore that the microclimate is preserved at the site. The site encompasses an area with great biodiversity which will be lost for ever if the development is approved. The Council has a public duty to preserve biodiversity.

Birds

The environmental report identified 865 records of 50 notable birds living in the area and species recorded at the site include Skylark, House Sparrows, Swallows, Kestrel, Starling, Songthrush, Yellow Wagtail, Linnet, Yellow Hammers, Cuckoo, Turtle Doves, Swifts, Gulls and Wrens. Using a bird call recognition app we ourselves recently counted 27 different species of wild bird living at the site these include Red Kite, Barn Owls, Gold Finches, Bull Finches, Brambling, Black Birds and Dunnark. The Lesser Red Pole, on the endangered list for British wildlife, has also been identified as living here. Many of these species of bird are on the red and amber list of endangerment and the number of all these species of birds are dwindling every year. We should do everything in our power to preserve the habitat which is vital to their survival in the UK. The introduction of domestic pets from a housing estate will decimate the bird life.

Mammals

The site is rich in mammalian life. It is home to a large population of Roe Deer, rabbits, squirrels, foxes, badgers, and mice including critically endangered Hazel Dormice which experts agree will not survive the development. Any development of the site would cause direct harm to the population of dormice and it would be a criminal offence contrary to the Conservation of Species and Habitat Regulations 2019 to permit such harm. The mitigation proposed is artificial, inadequate will not eliminate this irreparable harm. In particular the introduction of domestic pets to the site would eradicate the dormice population.

The site has hedgehogs which regularly roam over the fields and find homes in the ancient hedgerows. The artificial introduction of hedgehog boxes will soon rot, deteriorate or be stolen after the developers have destroyed the natural habitat and moved on to the next site. The artificial measures proposed to mitigate such destruction, are in no way a substitute for a natural environment in which these fast disappearing animals find a home in which to thrive.

There is a large badger set on the site which will be disturbed and damaged by the proposed development. Even if the mitigation proposals are implemented the badgers are likely to be disturbed and their hunting ground for food will be greatly reduced. The human population from the housing estate which is proposed for the site will also cause great disturbance and distress to the animals. Roadkill is a constant feature of the A272 and too often badgers are seen dead on the side of the road. The increased access to the site will inevitably result in more badgers finding themselves on the A272, and meeting a sudden demise. The increased traffic from the housing estate will also cause major disruption to the badgers and likely cause them to be displaced. Under the Protection of Badgers Act 1992, it is an offence to

damage, destroy or block access to a badger sett, or to disturb badgers in their setts. This is very likely to happen if the application is approved.

The numbers of deer causing accidents on the A272 is also on the increase. It is a common site to see deer carcasses rotting at the side of the road. There is a very large Roe Deer population at the site. If the proposed development is allowed to proceed these deer will inevitably find themselves on the A272 trying to find alternative land on which to graze and breed. The removal of habitat at the site will also cause the deer population to concentrate in larger herds and migrate onto neighbouring land causing damage to neighbours property.

Bats

The bat population is impressive and undeniably of local, regional (and in our view national) importance at the site. If you sit near the area at night you will see huge quantities of bats flying around. We understand the bat types include Pipistrelle, Noctule Bat, Bechsteins Bat, Nyactlus Bat, Common Pipestrelle, Soprano Pipestrelle, Natters Bat, Wiskered Bat, Daubentons Bat, Nathussis Bat, Long Eared Bat, Barastelle Bat, Leisters, Plectus Bat, Brandts Bat, Serotine Bat, Myotis Bats. The Serotine Bat, Nathus Pipestrille, Leislars Bat and Barbastelle Bats are rare and endangered species. These bats thrive amongst the natural undisturbed woodland and hedgerows on the site. They thrive on the insects which live in abundance on the site, all of which will disappear or be radically reduced if the proposed development is allowed to proceed. Under Regulation 43 of the Conservation of Habitats and Species Regulations 2017 (as amended) it is a criminal offence if to deliberately disturb a bat at roost. Bats do roost at the site so any development of the site will cause them disturbance.

Reptiles

There are large numbers of lizards, slow worms, grass snake and even adders living at the site. The UK's adder population is in decline. Habitat loss is thought to be the leading factor in this extremely worrying trend. The destruction of suitable habitat such as at the site is causing Adder populations to become fragmented and isolated. The species is fully protected by law. Under The Conservation of Habitats and Species Regulations 2017 it is an offence to damage or destroy the breeding sites and resting places of snakes and lizards living at the site. Local councils are required to take measures to protect our native reptile population.

Amphibians

The site contains a large population of amphibians, including toads, frogs, newts (both Palate and smooth). It is also likely that

Great Crested Newts also live at or significantly near the site. The environmental report discloses that there are numerous ponds within the locality of the site and several directly connected to the site as well as ditches with areas of standing water at the edges of the site. The report also states that these ponds and wet areas are "suitable" although not perhaps perfect for Great Crested Newts to breed and thrive. The absence or presence of Great Crested Newts has NOT been confirmed in the report due amongst other things to inability to survey some ponds but ponds are likely to contain breeding populations of Great Crested Newts ponds due to the suitability of the ponds and the presence of Great Crested Newts in the local area. We have seen Great Crested Newts in the area. Great Crested Newts are designated and protected as European protected species and are protected under the Conservation of Habitats and Species Regulations 2017. It is an offence to: deliberately kill, injure, DISTURB or capture them. The proposed development will have a negative impact upon the population of Great Crested Newts in the area and will inevitably disturb them. The environmental report which has been commissioned by and is biased toward the developer describes this as an "Amber" impact however it is likely to be, in our view, Red.

Flora

The site contains numerous species of woodland, including Yew, Oak, Sycamore, Ash, Silverbirch, Willow, Birch and Hazel. The proposed development will cause a number of these trees to be cut down and the natural habitat they provide destroyed forever. In addition, the hedgerows which have been growing for hundreds of years provide shelter and food for the numerous species of wildlife referred to above. The artificial mitigation proposed will never provide the same level of habitat as the existing hedgerow and trees. Immature saplings will take decades to reach any adequate level of shelter and food for the natural wildlife in the area by which time they will have disappeared.

The open meadows provide a wide variety of natural green areas which support much of the local wildlife. The varieties of grass disclosed by the report include Locksfoot, Yorkshire fog, Annual Meadow Grass and False Oat Grass as well as rushes. In addition wildflowers such as the Meadow Buttercup, Birdsfoot Trefoil, Meadow Foxtail, Mouseear Chickweed, Red Clover, White Clover, Cinquefoil and German Speedwell. The environmental report does not disclose however the bluebells, primroses, snowdrops, wild garlic and orchids which regularly flower on the site. All the wildflowers are protected under Section 13 of the Wildlife and Countryside Act (1981). The orchids may have special protection under the Act. Meadow land which has been un-farmed for years with this rich diversity of wild flowers and grasses deserves to be protected and preserved. The environmental report itself states that there will be a significant loss of habitat caused by the proposed development. BNG credits do not provide protection do

not benefit the local area and its natural flora and fauna, and are no substitute for the real thing.

Access

Access to the site is proposed across a narrow band of grassland with mature trees. The grassland provides a green space forming part of the Haywards Heath conservation area. The land forms part of the characteristic street scene of green spaces, large houses, historic buildings and open spaces which the council has strived to preserve along the entrance corridor to Haywards Heath. If the conservation area and preservation of the characteristic of the street scene has any value or meaning then the development should NOT be approved.

Headlights and foundation damage

The cars turning right out of the access road at night will cause light pollution to the house directly opposite. The house is very old and it is likely to have shallow foundations which are likely to be damaged by cars accelerating to join heavy traffic and any traffic stopped or changing speed at the proposed pedestrian crossing.

Traffic disruption

The sweep paths proposed for heavy goods lorries, fire appliances, garbage lorries and delivery lorries are inadequate for access from or to a major thoroughfare such as the A272. The lorries will need to cross onto the other side of the access road when accessing the site from the east or possibly leaving the site to head west. This will inevitably cause traffic chaos on the A272 and the access road as the lorries and emergency vehicles try to manoeuvre around traffic entering or leaving the site at peak times. The Fire Brigade should be asked to confirm that the sweep path is adequate for large scale firefighting equipment. The current assessment by the developer appears to be calculated using a desk based analysis without the benefit of on the ground measurements.

Pedestrian Crossing

An uncontrolled pedestrian crossing will provide very limited protection for pedestrians including young children crossing the A272. Drivers are not required to stop at an uncontrolled crossing point. The pedestrian must wait at the kerb until there is a suitable gap in traffic to allow them to cross and should only then cross with due care and attention. This is not appropriate for children or disabled people on an extremely busy main road, even with an extension of the 30 mph limit. We understand that the site is being marketed to families with young children given the proposed play areas and disabled persons with the specific disability facilities. The pedestrian crossing will not provide sufficient safe space for

wheelchairs and mobility scooters to harbour when crossing each side of the carriageway.

The application has only one pedestrian crossing proposed to the immediate west of the access road. However the latest plan of 19/02/2025 also shows a pedestrian crossing to the east of Birch Close opposite Rosewood Cottage. Is this a mistake or are two crossings proposed? The application is not clear and the traffic proposals must be clarified. The application states that the highway authority is "supportive" of the proposals which we consider highly unlikely as they will rarely give positive indications of support. The applicant should disclose copies of submissions to and responses from the highways authority or the highways authority should be requested to provide their views and recommendations in relation to the application.

Street lighting

The street lighting along the Lewes road is sparse and inadequate for large numbers of pedestrians or cyclists traversing and having to cross the A272 in order to keep on the pathways. The existing lighting which does exist does not adequately illuminate the pathways, it only gives some partial illumination to the roadway. There is no additional lighting proposed at the uncontrolled crossing or at Birch Close where pedestrians must cross without the benefit of any traffic control measures. There is no lighting on the public footpath to Northlands Wood.

Traffic density and speed

The pictures taken along the A272 which are liberally displayed in the application submissions give a false impression of the density of traffic along its route and we trust will be disregarded and taken as an indication of the lack of independence and bias towards the development of the developer commissioned reports and submissions.

If you ask any person living on the A272 they will complain about the excessive densities of traffic and traffic speed. This is evident even by the response to consultation provided by the developer. We would recommend the planning committee visit the site and experience the noise, fumes and frightening speeds of the traffic at first hand. The Transport Assessment ("Assessment") gives a very false indication of traffic density and speed. This may be due to the timing of the data collection ie during the holiday period in December 2023 or simply out of date or inaccurate data. We have undertaken a traffic count at peak times between 8.30am and 9.30am and between 4.00pm and 5.00 pm and it is 30% higher per hour than that set out in the Assessment. We cannot accurately measure traffic speeds but we estimate that speeds are in excess of the speed limit at least 20% of the time. We recommend the Assessment be revised. The Assessment also

does not adequately distinguish between cars and heavy commercial vehicles. The number and size of the commercial vehicles is a significant factor in the unsuitability of the A272 for increased traffic density, for crossing the road or (where available) walking along unlit narrow pathways and for cycling without cycle paths.

The proposed development will inevitably increase congestion, excessive traffic noise and exhaust pollution for residents along the A272. In addition for all users of the A272 there will be highway damage such as potholes and increased danger for all drivers, cyclists and pedestrians.

There are 80 houses and flats proposed at the development. Given the remote location of the site it is highly likely that each household will need at least one car. There have also been long-term increases in the proportion of households in the UK with access to more than one car since 1971, with 34% of households having two or more cars in 2022 compared to 8% in 1971. Applying this government statistic of the 80 households there will be 107 cars entering and leaving the site each day. Assuming two trips per day such as for school runs and shopping trips and work commutes that will result in 428 residents cars entering and leaving the site each day. In addition to residents cars there are likely to be numerous work vans for tradesmen visiting the site, social visitors, postmen and service vehicles. Assuming one visit per household that is 160 vehicles entering and leaving the site. A characteristic of modern life is that each household now has numerous deliveries per day including postal services, take away food, supermarket shopping, Amazon, Evri, DPD, and a number of other delivery services. Assuming two deliveries per day, that would mean a further 320 vehicles entering and leaving the site. As a conservative estimate therefore there will be 908 cars into and out of the site every day. This is not sustainable and is hazardous to all users of the A272.

The A272 is one of the main routes for ambulances, police cars and fire engines attending emergencies in Haywards Heath and the surrounding areas. The increased congestion caused by traffic turning into or emerging from the site will inevitably delay the emergency services from reaching their destinations in time.

The traffic is likely to cause more damage to road surfaces increasing costs for the council for pothole repair. Traffic lights on the A272 due to water leakage have been in place since November 2024. These have still not been repaired.

There is a clear risk of dangerous traffic "surging" resulting from the pedestrian crossing and the close proximity of cars entering and exiting the site.

Sustainability

The application pays lip service to the development requirements for sustainability with cycle racks and pathways on and in the immediate vicinity of the site. Whilst these are appropriate within the development they do not address the inherent unsuitability of the site for sustainable development.

Pathways

There is no pedestrian access from or to the site by any pathway on the south side of the A272 whether towards the east or the west. Therefore pedestrian access to the site is only possible by crossing the A272 via the proposed uncontrolled pedestrian crossing. As explained above, the Council would be putting the potential residents of the site, including young children and disabled people at serious risk of injury if the development were to be permitted.

The site has no pedestrian access from or to the east ie from Lindfield, Walstead or Scaynes Hill for any purpose including pleasure or employment via any continuous pathways. All pathways on both sides of the A272 stop at the boundary of Haywards Heath on the south side and Lyoth Lane on the north. There are no pathways along Lyoth Lane

Once pedestrians have risked their lives to cross the road they can either walk to the muddy pathway heading towards Northlands Wood or walk in single file (if you walk two abreast you are in danger of being clipped by the wing mirrors of heavy goods vehicles or walking into overgrown hedges) a hundred metres or so to where the westbound footpath abruptly stops. To continue towards Haywards Heath and the hospital, pedestrians would need to recross the A272 without (unless two crossings are proposed) the aid of any crossing, dangerously close to the bend in the road around which dense heavy traffic emerges at high speeds. The risk to life and limb would be immense for residents of the development. It will be close to impossible for young children and disabled persons to safely recross the road at this point without another controlled crossing. Once crossed to the south side of the A272, if pedestrians wish to continue their journey to the hospital they would need to cross the A272 again in order to reach the Birch hotel pathway and then again at the Franklands road junction or cross the very busy junction at the bypass.

The pathway to Northlands Wood is a narrow muddy path overgrown in parts by brambles and hedging. The pathway has no lighting and is pitch black in winter. Traversing the pathway is only safely possible using a torch. In winter the path is almost impassable due to ice or flooding unless wearing walking boots or wellingtons. It is mainly used by dog walkers wishing to take advantage of the rural setting close to the site. It is totally inappropriate and impractical for potentially 160 adults with

children to commute to any School, doctor's surgery or shop in Northlands Wood. There is no convenient passing point and walking single file would be essential. The path is not accessible by wheelchairs, cycles or disabled people. Once crossed into Northlands Wood the access back towards Haywards Heath is not direct and is an arduous walk uphill entirely unsuitable except for the fittest of people.

Cycle paths

There are no cycle paths connecting to the site in any direction. Any cyclists would need to cycle along the busy A272 and cross the carriageway to reach the site from the west. There are currently very few cyclists who attempt to cycle on the road due to high traffic density and speeds. As the A272 is single carriage way in both directions it is necessary for the traffic to transfer to the opposite carriageway to overtake any cyclists. This is very dangerous for all concerned (particularly given the impatience of drivers at peak times) and also as there are blind bends which snake toward the Birch hotel.

There is no room for cyclists to travel on the footpaths without endangering pedestrians.

Local Employment and public amenities

Other than the hospital, there are very few opportunities for local employment within walking distance of the site therefore it is likely that most residents will need to commute to places of work. One of the attractions of Haywards Heath is the train station and the proximity of the A23. It is very likely therefore that potential residents at the site would either commute by vehicle to their place of work or the train station, this will greatly increase traffic congestion and pollution in and around Haywards Heath. The developer has cited local employment during construction. There are no guarantees of this and it is very unlikely given that the developers are from Southampton and as far as we are aware employ no local persons.

There are no shops or amenities close to the site and therefore commuting by car for shopping and recreation is the only practical option.

Bus routes

There are no bus routes along the A272 from Bedales corner through to the hospital. There are no footpaths which join the site to Bedales corner and therefore walking to this stop is impractical. Walking to the hospital from the site would take 15 to 20 minutes (longer with children) and would involve crossing the A272 twice with danger to life and limb. Walking to the bus routes via Northlands Wood is also a long trek particularly when returning

uphill and is impractical due to the unsuitability of the pathway as explained above.

Local amenities

There are no amenities available close to the site for potential residents.

Schools

The application refers to the availability of schools at Northlands Wood, St Joseph's, St Wilfrid's, Warden Park, Great Walsted (a private fee paying school) and Oathall. Other than Northlands Wood it would be necessary for children to be taken by car to each of the schools. Travel by bus is not possible and travel by walking or cycling is far too dangerous. I am aware that Northlands Wood school is over subscribed each year and there are very few places which have become available this year. Further children would mean existing residents would not be able to send their children to their local school. Any development in the area must therefore include provision for the building of a new primary school. We are not aware of capacity for new children at other schools but this should be investigated before any decision is taken regarding the site.

Doctor's surgery

The doctor's surgery at Northlands Wood has no capacity for taking on new patients. It is currently extremely difficult for existing patients to get an appointment with a doctor at this practice.

Dentist surgery

There are very few dentists in the area accepting new NHS patients and none close to the site.

Hospital (Princess Royal)

The application refers to doctor services being available at the hospital as though this is a routine facility. This is fundamentally incorrect. The hospital is only available for accidents, emergencies and doctor referrals. Waiting times at the A&E are often 4 hours or more due to excessive demand.

Recreational Facilities

Play areas in and around Haywards Heath are limited and often crowded. Country walks are being interrupted and made more unpleasant by developments such as those proposed at the site. Contrary to statements in the application there is no cinema, theatre, public swimming pool or other similar public recreational facilities at or near the site. The St Francis facilities are private

and require fee paying membership. Claire hall has been closed for many years. The nearest public house is the Snowdrop Inn to which there are no footpaths or cycle ways. Access requires commuting by car or walking on a roadway.

Flooding

The site is in a flood risk area it absorbs a great deal of natural rainfall and surface water flows. There are water courses within 20 meters of the site and the flood risk report shows areas of medium to high risk of flooding. The building of roadways and housing will increase the run off of water from the site causing damage to the neighbouring land. Water drains to the south and east and the increased water flow and inevitable pollution from petrochemicals used in construction of roads and houses and from vehicles will flow down to a) the ancient woodland disturbing and damaging root structures and b) will cause nuisance and damage to neighbouring land to the east of the site by increased water flows along ditches and streams with polluting contaminants. The increase water flows will also damage the watercourses along Slugwash Lane. The streams which are fed by the water draining from the site often wash out onto Slugwash Lane damaging the road surface and causing disruption to local residents. These instances of wash out and damage will be increased by development of the site.

Although measures have been proposed to retain some surface water on the site, the measures cannot hold all run off water and it is a fact known to all that water will find its own level. The flood report states that excess water will flow to the south and the east of the site. The polluted retained water and the excess surface water will eventually find its way into the water courses and onto neighbouring land and roadways. This nuisance and damage will only get worse with increased rainfall resulting from climate change.

Construction disruption

The inevitable light pollution, air pollution and contamination from dust and fumes, the noise pollution from excavation, pile driving, site traffic, construction equipment and construction workers, the site construction traffic on the A272 with extracted soil and debris and delivery of materials will be of extremely disruptive of every day life for all immediate neighbours of the site and indeed for all residents of Haywards Heath using the A272.

Emergency Services

The new development will place increasing strain on emergency services. The police rightly object to the application as they will not be able to fund extra policing requirements. The Hospital facilities, Ambulance service and Fire Brigade will also be placed

under increased pressure. At some point the scale of development in the area will result in such an overload of stress on these already cash strapped services that there will be a consequent loss of life. The out of county developers provide no cash funding to these essential local services.

Services

There is no mention in the application of the requirements for gas, electricity, water and telecommunications. The pipeline pressure along the A272 for both gas and water have severely reduced over recent years as a result of housing developments. We have had to have gas regulators fitted to control the gas pressure fluctuations. Water pressure in the morning can be low and water pumps may have to be fitted. The number of BT lines available for the copper final mile will not be adequate for all the residents at the development although we do not know if cable is available. We understand that a pumped connection to the existing mains sewer system is required, will this cause damage or overload to the system? These questions should be addressed.

Summary

We submit that the council should reject the application for the multitude of reasons specified above including:

1. failures to protect the interests and meet the needs of the existing local community;
 2. failures to provide for the safety and needs of any potential new residents;
 3. failure to protect the environment;
 4. failure to protect wildlife, including endangered species;
 5. failure to protect native flora;
 6. failure to protect ancient woodland;
 7. failure to preserve and enhance the inherent characteristics of the locality;
 8. failure to provide protection from congestion and pollution for residents of Haywards Heath;
 9. inadequate regard for highway safety;
 10. failure to protect the visual amenity of Haywards Heath residents;
 11. breach of planning guidelines regarding openness of the countryside;
 12. overload to the existing public infrastructure.
-

Kind regards