

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 15 May 2025 18:58:42 UTC+01:00
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 15/05/2025 6:58 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. UPDATED INFORMATION of highways layby plan, Transport Note, response to Ecology consultation comments and updated Landscape Visual Impact Assessment.
Case Officer:	Joanne Fisher

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Customer Details

Address: Kelston Birch Close Haywards Heath

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	As a long-term resident along the Lewes Road, my main objection to the proposals is that it is sited on an area designated under the Haywards Heath Local Plan as 'Green Corridor' and not for development. Why should this development be an exception to that designation? It would be an incursion into the current vista over ancient woodlands and countryside in an area with low

density individual houses on the approach to our town. If a new area of housing development is created in this relatively unspoilt area, then there would be immense pressure to continue high density infill development up to and along Slugwash Lane.

Haywards Heath has had more than its fair share of new housing without additional facilities being provided such as schools, GP surgeries, roads, open space. This development is outside of any proposed development envelope and has no communal services or facilities indicated.

There is limited scope for sustainable travel for residents to and from the site as no bus routes currently operate along the Lewes Road, bicycle travel is unsafe due to the narrow and fast road with no dedicated cycle lane, and pedestrians would have a long walk to the Princess Royal Hospital to connect with a bus service. Travel by residents to and from the development would therefore be by car, adding to the noise and air pollution along the Lewes Road.

Access to and exits from a development of this scale would require more than a simple road access. At least a roundabout or traffic-light controlled exit would be needed onto the Lewes Road, a busy 'A' road.

This stretch of the Lewes Road is also subject to speeding traffic widely ignoring any speed limits, which are not enforced. A pedestrian crossing at the proposed site would be a major accident hazard without proper speed limit enforcement. An extension to the 30mph limit would be welcome, but likely to be widely ignored as are the current 30 and 40 mph limits.

Kind regards