Sarah Valentine

From: [redacted]
Sent: 28 April 2025 16:35
To: planninginfo
Subject: DM/25/0014, DM/25/0015, DM/25/0016 and DM/25/0017

[redacted]

Dear Planning Team,

These comments follow review of the various updated documents associated with the planning application DM/25/0014 , DM/25/0015, DM/25/0016 and DM/25/0017. All planning numbers noted above are relevant for the comments below.

[redacted]

I object to the application due to inconsistencies and inaccuracies in the application. Those I have found during this round of feedback detailed below.

Overall the Framework Travel Plan and Scoping Traffic Modelling include inaccurate and misleading data . My comments outline the points I have found, but question how many more inaccuracies have been submitted as part of this application in documents I've not read?
If the two sites qualification as 'sustainable locations' is based significantly on this data, then it is not possible now to call the sites sustainable.

I note that points I have raised previously remain unaddressed in some of the supporting documents, and so I raise the points again.

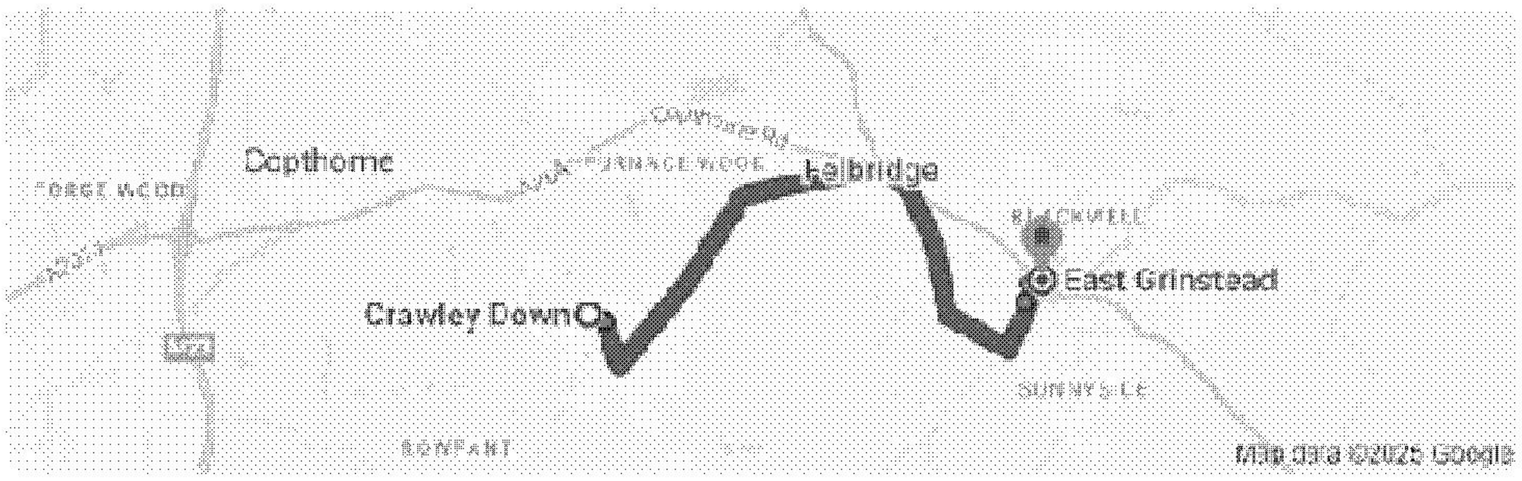
Re: Framework Travel Plan
https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=DD5FEE44E8634461A2A99827EC2E017F

Public Transport
3.3.1 Bus
Bus stops described as 600m from ‘the site’. Is this misleading?
The site itself is approx. 700m East-West the bus stop is therefore a 10 – 15 minute walk away from the 'average' house location on this site.

3.3.4
This section includes incorrect data;
‘journey time to East Grinstead is approximately 20 minutes’
See time estimates from bus timetables, none of which are 20 minutes. Only 1 out of 5 could be rather generously rounded down to 20 minutes, from 24 minutes.

Crawley Down

East Grinstead



Leave now

17:38 - 18:08 30 min

17:41 from War Memorial

18:00 - 18:24 24 min

18:04 from War Memorial

18:23 - 18:55 33 min

18:26 from Forge Garage

18:31 - 19:00 29 min

18:35 from War Memorial

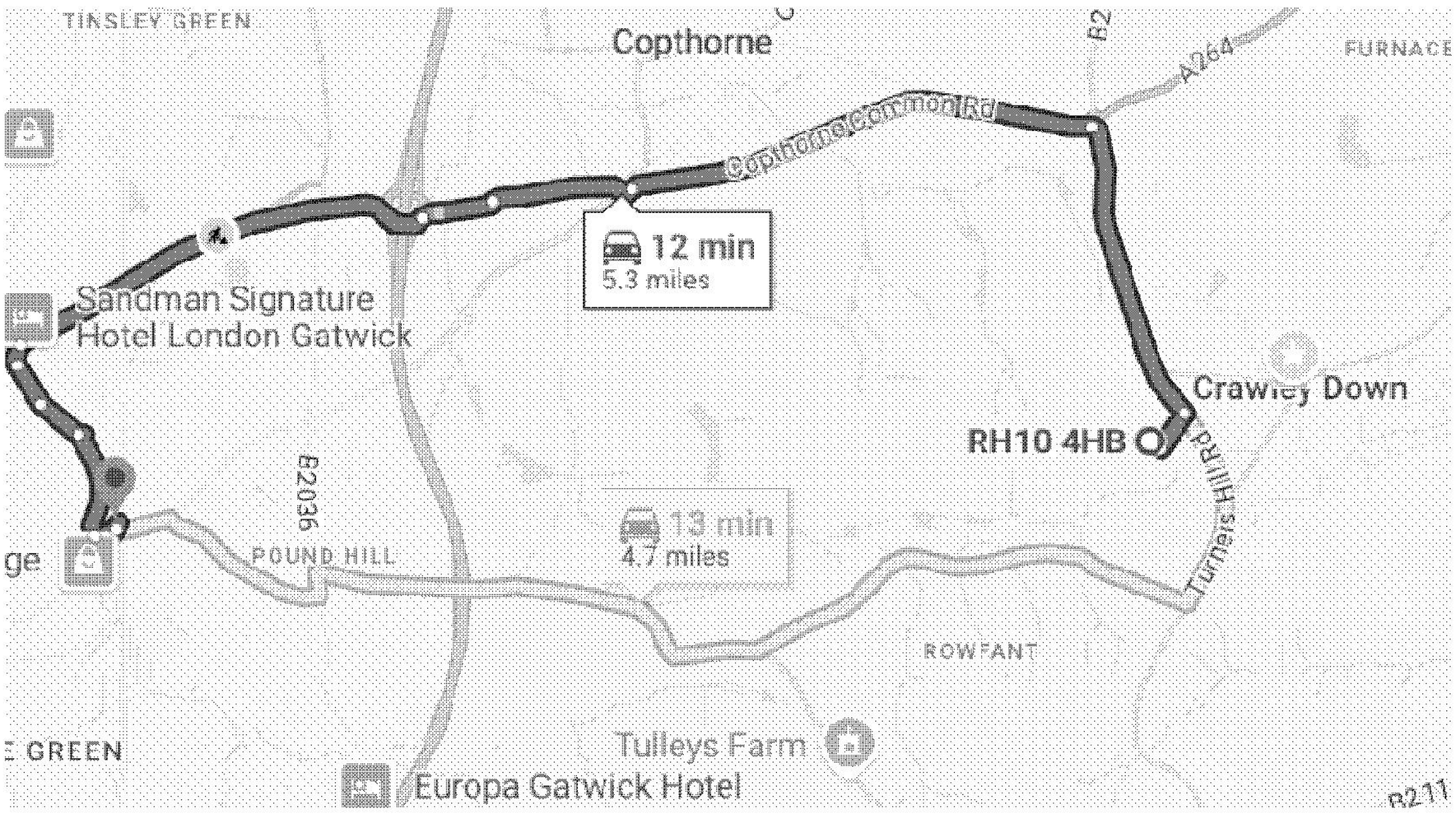
18:17 - 18:55 39 min

18:41 from The Duke's Head

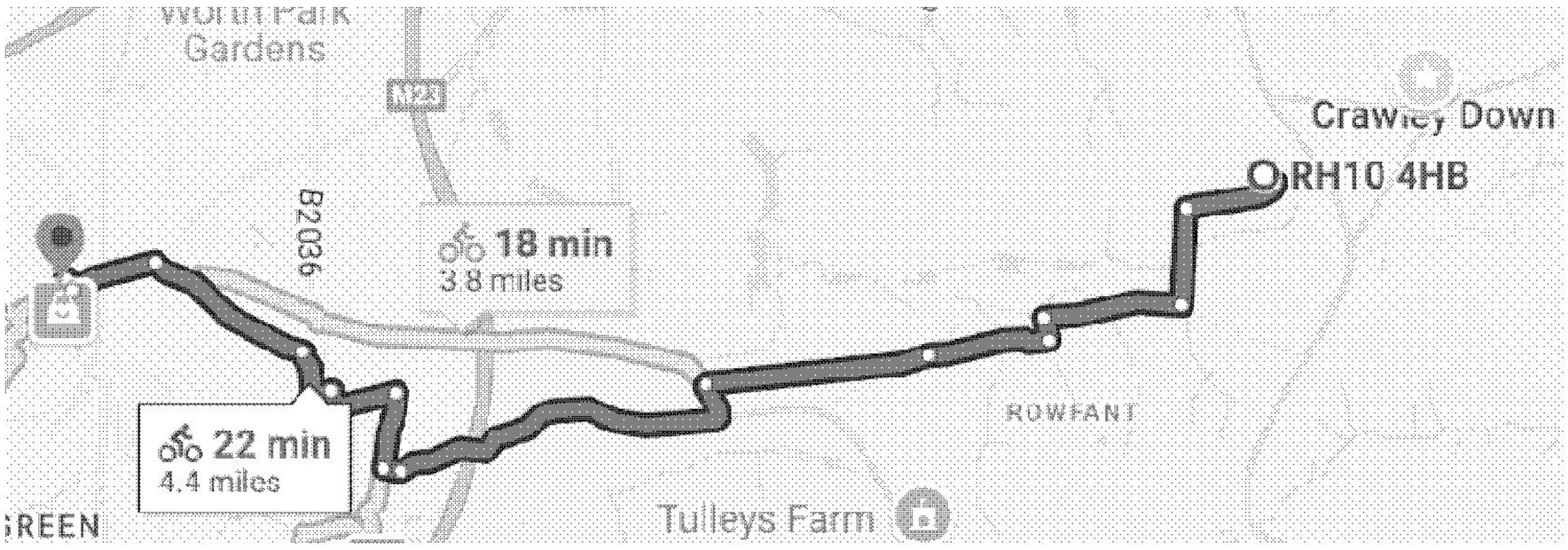
Rail

3.3.7

Inaccurate distances stated ‘approximately 5km to Three Bridges station’. It is in fact 7.6km (4.7miles shorter journey shown below).



3.38
Inaccurate data claimed about cycle time to Three Bridges station:
‘’ Three Bridges and East Grinstead are accessible by bike via Worth Way (approximately a 15-minute cycle ride to Three Bridges “
See below for estimate of 22 minutes to Three Bridges along the Worth Way from Huntsland



Challenge not addressed - Route not practical all year
The Worth Way is too muddy from November to March to cycle along it on the way to work and remain clean for work.

Challenge not addressed - Lack of parking at Three Bridges station
Three Bridges train station as a commuting point lacks adequate car parking for those needing to commute. If you arrive at the car park later than 7am on a Tuesday, Wednesday or Thursday in term time, there are 0 empty spaces.
The main alternative is parking at least a 10 minute walk away on residential streets e.g. on Briarswood Close. This walk is not well lit and would therefore not be an option for some from October to March.

Challenge not addressed - Cost of parking
The cost of parking at Three Bridges is approximately £9 per day. For those travelling to work South of London, are more likely to consider a car journey a real alternative.

In **WSCC Response Note** Appendix A Scoping Note 044 Traffic Modelling
I wish to comment on
i.Misleading information and ii.Data modelling that does not represent the scenario it is evaluating at Turners Hill junction;

i. When discussing whether 'severe' impact will be experienced at local junctions by the development, a previous case is cited.
References a case where development of 350 dwellings was reviewed and considered not to contribute severly to road user experience.

This location is not a reasonable comparison with Crawley Down. See the dotted area on the map showing the village in question. The road is described as a coastal route, despite being an A road, Not a major cut-through road North-South near a busy London airport.

2.8 Trip rates
New residents would need to travel for schools and doctors as stated by many in their comments. How are these additional trip needs accounted for? Previous comments about time-sensitivity of such trips highlighted why public transport cannot be the travel method, especially with increasing traffic concerns.

ii.
Section 3.12 Junction Mitigation
The proposed 'two lanes arriving at the junction' approach outlined should detail that two lanes added would just be able to accommodate one complete car-length.

Table 3.1 Summary of Junction Mitigation shows improvements of traffic flow to this junction , based on some data modelling. These numbers aren't realistic for the traffic direction of cars entering the two lanes. The table shows the same flow rate and queue length for both lanes however:
Left lane traffic turns left and can flow much more quickly, only needing a gap in traffic from one direction to pull out,
Right lane traffic travels straight on or turns right, and must wait for a gap in traffic from three directions (traffic travelling South, travelling North, travelling East to West.
On this bases 3.13.2 is not correct, a mitigation scheme has not be accurately identified,
and
3.13.4 cannot be claimed.

In summary data inaccuracies and misrepresentation mean this planning application is not fully researched to exist as it is currently represented by the various documents, hence I object.

As an aside, I note that if names are redacted from submitted comments, then the first email in this chain should be edited further:
edited: https://padocs.midsussex.gov.uk/PublicAccess_Live/Document/ViewDocument?id=7672E9ADE29F416DAB148F4BFF7922C9

Regards,
[redacted]