

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 21 September 2026 17:57:04 UTC+01:00
To: "Steven King" <steven.king@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/26/2214

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 21/09/2026 5:57 PM.

Application Summary

Address:	Land East Of Keymer Road And South Of Folders Lane Broadlands Burgess Hill West Sussex
Proposal:	Variation of Condition No: 33 relating to planning application DM/22/3049 - to allow for design changes. The proposed new drawings reflect changes made on only the Thakeham parcels (Build Phase 1: Access Road and Northern Land phase only).
Case Officer:	Steven King

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Customer Details

Address:	1 Nettle Drive Burgess Hill
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Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Supplementary Objection - DM/26/2214 - Broadlands Vehicular Access and Updated Highways Assessment I have already submitted an objection to Planning Application DM/26/2214. I am writing to provide a supplementary representation following further review of the historic highway evidence relating to the Broadlands access.

My original objection remains unchanged. This additional submission relates specifically to whether the potential vehicular access through Broadlands should now be reassessed in light of changed highway conditions on Keymer Road.

The previous assessment of Broadlands was undertaken when this section of Keymer Road was subject to a 60mph speed limit, and the speed survey relied upon was carried out in August 2020. Keymer Road is now subject to a 40mph speed restriction.

Given this material change, I do not believe it is reasonable simply to rely upon the historic conclusion without undertaking updated technical work.

I am not asking for Broadlands to be opened without proper assessment. I am asking the applicant, Charles Church and the highway authority to undertake a fresh feasibility exercise, including updated speed surveys, visibility assessment, junction design, swept-path analysis and, if appropriate, a Road Safety Audit.

This is particularly relevant because the development currently relies on Willowhurst for normal vehicular access, while the current application seeks further amendments affecting the housing mix and increasing the overall number of bedrooms.

If Broadlands is still considered unsuitable for normal vehicular access, I would ask the Council to identify what current technical evidence supports that conclusion under today's highway conditions.

I therefore ask that this supplementary representation is considered alongside my original objection before the application is determined.

Kind regards