

Peter Davies

From: [REDACTED]
Sent: 21 June 2026 13:39
To: planninginfo
Subject: Re: Neighbour notification for Planning Application No DM/25/3129

[REDACTED]

Subject: Continued Objection to Planning Application DM/25/3129 – Land at Borde Hill Lane

I wish to maintain my formal objection to the above planning application. Whilst I acknowledge that the applicant has submitted revised proposals reducing the number of dwellings from 125 to 117 and marginally reducing the size of the proposed roundabout, these amendments are relatively minor in nature and do not materially alter the scale, character or impacts of the proposed development. The reduction of eight dwellings represents a decrease of only 6.4% and does not address the fundamental concerns raised by local residents regarding the principle of development, its location, the associated highway infrastructure, environmental impacts and pressure on local services.

The principle of development in this location therefore remains unacceptable, and the revised scheme would still result in significant harm to the countryside, local infrastructure, road safety, biodiversity and residential amenity.

I therefore continue to object for the reasons outlined below.

The location of the proposed development remains unsuitable and at odds with the Mid Sussex District Plan

- The current Mid Sussex District Plan has no allocation for housing at this site. Permitting development on this unallocated site conflicts with the plan-led approach to development required by national policy, the principles of the Mid Sussex District Plan, Section 38(6) of the Planning and Compulsory Purchase Act 2004, and sets an unacceptable precedent for further encroachment into the countryside on sites that have not been properly assessed and allocated through the established plan-making process.
- The site remains outside the defined settlement boundary for Haywards Heath and is contrary to the spatial strategy adopted in the Mid Sussex District Plan, which identifies Burgess Hill as the principal focus for new development.
- The site is adjacent to the High Weald National Landscape (formerly AONB). Development of this scale, including the revised roundabout proposal, would still urbanise a sensitive countryside location, erode the rural setting, and cause incremental harm to the character, tranquillity and landscape quality of the surrounding area.
- The location does not support the 20-minute neighbourhood principles cited in the draft District Plan. Key amenities such as secondary education and healthcare facilities remain beyond a reasonable walking distance and are connected by routes that are often indirect, disconnected or unsuitable for pedestrians. The development would therefore remain heavily reliant on private car use, contrary to sustainability objectives in both the National Planning Policy Framework and the Mid Sussex District Plan.

- The site remains susceptible to flooding concerns. The need for extensive mitigation measures to accommodate development on the site raises serious questions regarding its suitability. The loss of existing vegetation and natural drainage features risks increasing runoff and flood impacts on neighbouring land and existing residents.

The proposed development would cause irreversible damage to the environment, destroy natural habitats and endanger wildlife

- Reducing the number of dwellings by eight does not alter the fact that development would result in the permanent loss of open countryside and existing habitats. The site currently supports a rich and established ecosystem, and there is insufficient evidence that development can occur without significant harm to wildlife.
- Claims of biodiversity net gain should be treated with caution. Established habitats cannot simply be replicated through new planting schemes. Experience from nearby developments demonstrates that replacement planting often struggles to establish successfully and takes decades to provide anything approaching the ecological value of the landscape that would be lost.
- I frequently observe birds of prey over the site and hear owls in the surrounding area. The existing landscape provides valuable habitat and ecological connectivity which would inevitably be diminished by development.
- Habitat fragmentation and increased traffic movements would continue to threaten local wildlife. Existing evidence from nearby developments shows the adverse impact that increased traffic can have on species movement and survival.
- The development would contribute to additional pollution and reduced air quality as residents are likely to depend primarily on private vehicles due to the site's poor accessibility and limited public transport provision.

Pedestrian access from the proposed development site would remain unsafe

- Although the proposed roundabout has been reduced in size, it remains a substantial highway intervention in a rural setting. Vehicles currently approach this location at speed and the revised design does not remove concerns regarding pedestrian safety.
- No convincing solution has been presented to provide safe and convenient pedestrian access to Haywards Heath. Residents walking to the railway station, shops, schools or other services would still be required to negotiate multiple road crossings and narrow footways along Balcombe Road.
- Even if additional crossing points are provided, pedestrians travelling to the station, supermarkets, restaurants or shops would still need to cross several busy roads and junctions. Balcombe Road remains constrained by narrow pavements and limited space for increased pedestrian activity.
- The concentration of additional pedestrian activity, particularly during school and commuting periods, would increase the risk of conflict between vehicles and pedestrians.

Road safety would be compromised by adding additional traffic to constrained rural roads

- A reduction from 125 to 117 dwellings does not materially change the transport impacts of the proposal. The vast majority of future residents are still likely to rely on private vehicles, generating

substantial additional traffic on roads that are already constrained by their rural character, limited width, poor visibility and existing congestion.

- Although the number of dwellings has been reduced, 117 dwellings would still generate a substantial volume of additional vehicle movements. The reduction is insufficient to produce any meaningful change in traffic generation or alleviate concerns regarding congestion, road safety and the suitability of the surrounding road network.
- The revised roundabout remains disproportionately large for its setting and would still alter the character of the local road network. Concerns remain regarding vehicle speeds, road safety and the visual impact of the infrastructure.
- The application continues to promote cycling as a sustainable mode of transport despite the surrounding road network being unsuitable and potentially hazardous for many cyclists.

Increased noise and disturbance would impact existing residents

- The revised scheme would still generate a significant increase in traffic movements, vehicle noise, light pollution and general activity in an area that currently enjoys a relatively tranquil rural character.
- The scale of the proposed highway infrastructure remains excessive and would introduce a more urban environment into the countryside, to the detriment of nearby residents.
- There is potential for increased disturbance and antisocial behaviour associated with a large highway junction in a relatively isolated location.
- Any pedestrian crossing measures introduced to improve safety would inevitably affect traffic flow and increase noise and emissions associated with braking, acceleration and congestion.

There would be a considerable impact on local amenities and infrastructure

- Although the number of dwellings has been reduced, the development would still place additional pressure on local services and infrastructure that are already under strain.
- Residents of the development would inevitably rely on Haywards Heath's schools, healthcare facilities, transport infrastructure and other services despite the site lying outside the town's defined settlement boundary.
- Concerns remain regarding water supply resilience in the area, particularly in light of recent drought conditions and increasing pressure on local resources.
- Local schools, including Harlands Primary School and Warden Park Academy, already face capacity pressures. The development would increase demand for school places and generate additional journeys as families seek access to schools beyond walking distance.

Conclusion

While I acknowledge the applicant's revisions, the reduction from 125 to 117 dwellings represents a decrease of only 6.4% and the proposed reduction in the size of the roundabout is similarly limited. These changes do not materially alter the nature of the proposal, the extent of development, or its likely impacts. The amendments therefore fail to overcome the fundamental planning objections to this scheme.

The proposal remains contrary to the development plan, represents an unjustified intrusion into the countryside, would harm biodiversity and landscape character, increase pressure on infrastructure, and create ongoing concerns regarding road safety, sustainability and residential amenity.

For these reasons, I respectfully request that planning permission is refused.

Yours faithfully,

[Redacted Signature]

13 Aster Way, Haywards Heath, RH17 5NL

On Mon, 15 Jun 2026 at 13:13, <mpc@midsussex.gov.uk> wrote:

Please see letter attached. This is sent from an unmonitored address. Please do not respond to this email address.

Regards

Service Support Team, Mid Sussex District Council, Oaklands, Oaklands Road, Haywards Heath,
West Sussex, RH16 1SS