

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 04 March 2025 14:14:59 UTC+00:00
To: "Joseph Swift" <joseph.swift@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Comments for Planning Application
DM/25/0088

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 04/03/2025 2:14 PM.

Application Summary

Address:	Burgess Hill Northern Arc, Land North And North West Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West
Proposal:	Reserved matters application pursuant to outline planning permission ref DM/18/5114, as amended by planning application ref DM/21/3279, for the provision of the Green Circle traversing Sub-Phases OS1.1a, P1.3, OS1.1b (Freeks Lane) and OS1.2N at the Northern Arc development (now Brookleigh) on land north and north-west of Burgess Hill.
Case Officer:	Joseph Swift

[Click for further information](#)

Customer Details

Address: 17 Buckthorn Place Burgess Hill

Comments Details

Commenter Type:	Neighbour or general public
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	Without extension through from Eastbridge Avenue to Maple Drive, I object this application. The resurfacing of only part, not all, of the Freeks Lane public right of way is nonsensical; especially

when the portion with the highest footfall is omitted.

Since occupation of the Oakhurst/Brookleigh development, the function and use of Freeks Lane, specifically the part omitted in this application, has fundamentally changed. Rather than serving as one method of access to Bedelands Nature Reserve and the BMX track, it has become a thoroughfare to local amenities such as Sheddingdean Community Primary School, Lidl and the businesses and Windmills Opportunity Playgroup at the Sheddingdean Community Centre.

The potholed, muddy, often flooded, unkempt nature of the walkway is difficult to negotiate for able-bodied individuals never-mind those with buggies or disabilities. Those wishing to use this public right of way are forced to weigh up the risk of unsteady conditions underfoot versus a 50% increase to distance and journey time.

Upgrading the surface quality of this aspect of the public right of way, whilst ensuring adequate measures are taken to prevent misuse by motorised vehicles including mopeds and moto-cross bikes, would provide immeasurable improvement to the ability of all to access the local community and much advertised Burgess Hill Green Circle.

Kind regards