Peter Davies

From: [redacted]
Sent: 04 March 2025 18:55
To: planninginfo
Subject: DM/25/0016 and DM/25/0017

[redacted]

Dear Planning Team,
These comments follow review of the various documents associated with the planning application DM/25/0016 and DM/25/0017. Both numbers are noted as the same application site and so comments below apply to both numbers.

[redacted]

I object to the development based on various issues listed below. I also list some information I believe essential to review this application fully within the site's local context.

1.Local Doctors
Though this may be walkable from the site for some proportion of the houses, the availability of doctors and doctors' appointments at the surgery now with the current residents is the issue.
The surgery is part of a group of surgeries Modality Mid Sussex. Of two in-person appointments I have had, one was in Crawley Down, the other I had to travel to the Modality surgery in East Grinstead. Not the kind of journey to rely on a bus turning up/being on-time/delayed by traffic.
This need for health services by residents at the proposed site will increase car journeys.

2.Schools
The local primary school is at 93% full (as of 25/02/25) and local secondary at 96% .
With no short-term solution to this, car journeys will increase to schools outside the area.
Data source: https://www.get-information-schools.service.gov.uk/Establishments/Establishment/Details/131001
And
https://www.get-information-schools.service.gov.uk/Establishments/Establishment/Details/126088

3.Bus Services
The bus service that largely runs , at best, one per hour to different destinations, isn't regular enough to stop car use for local journeys as outlined above with school and doctor surgery capacity.

In the Design and Access Statement, Section Connectivity Audit
The document states, " Bus stops within a 5 minute walk of the site". This estimate must refer to the Eastern boundary of the site, assumed to be in Woods View. See Google Maps walking estimate. For residents in Field 1 of the proposed development, the bus stop would therefore be a 10 – 15 minute walk away.

4.Train Services – Constraints not listed, resulting in more car journeys

The Transport Assessment and Framework Travel Plan do not take into account current constraints of using train services at Three Bridges. These constraints will result in more car journeys from the additional village residents.

Train Services - Parking challenge

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.

Train services - Cost of parking

The cost of parking at Three Bridges is approximately £9 per day. For those travelling to work South of, but outside of London, a car journey is a more likely alternative.

5.Cycling

The Functional Travel Plan references the uptake of cycling around the site. The B2028 that runs along the East side of the site may be 30mph, but as traffic study identified the average is higher, and local speed watch regularly catch 60 motorists in an hour over the speed limit with top speeds in excess of 50+ or 60+ mph. As a regular competent cyclist, I am Not comfortable cycling on this road.

In the Design and Access Statement, section
Connectivity Audit Cycle Network references the Worth Way.
The Worth Way is too muddy from November to March for it to be a realistic route for cycling along to get to work and remain clean for work.

6.Traffic Assessment - Impact on Local Transport
Key Junctions Not Surveyed - Local Road Users Queue On

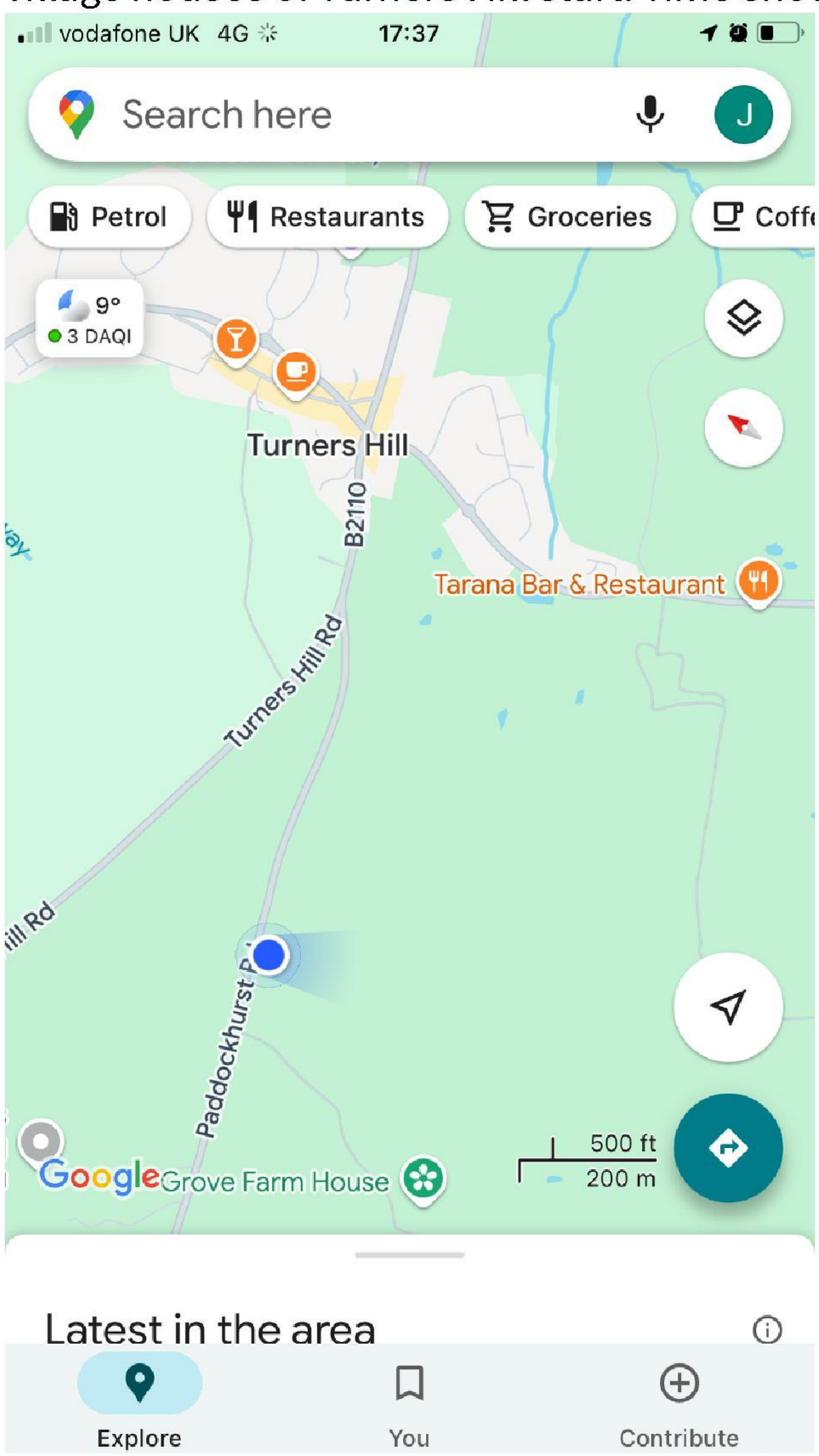
The assessment of junctions does not include two key routes locals drive

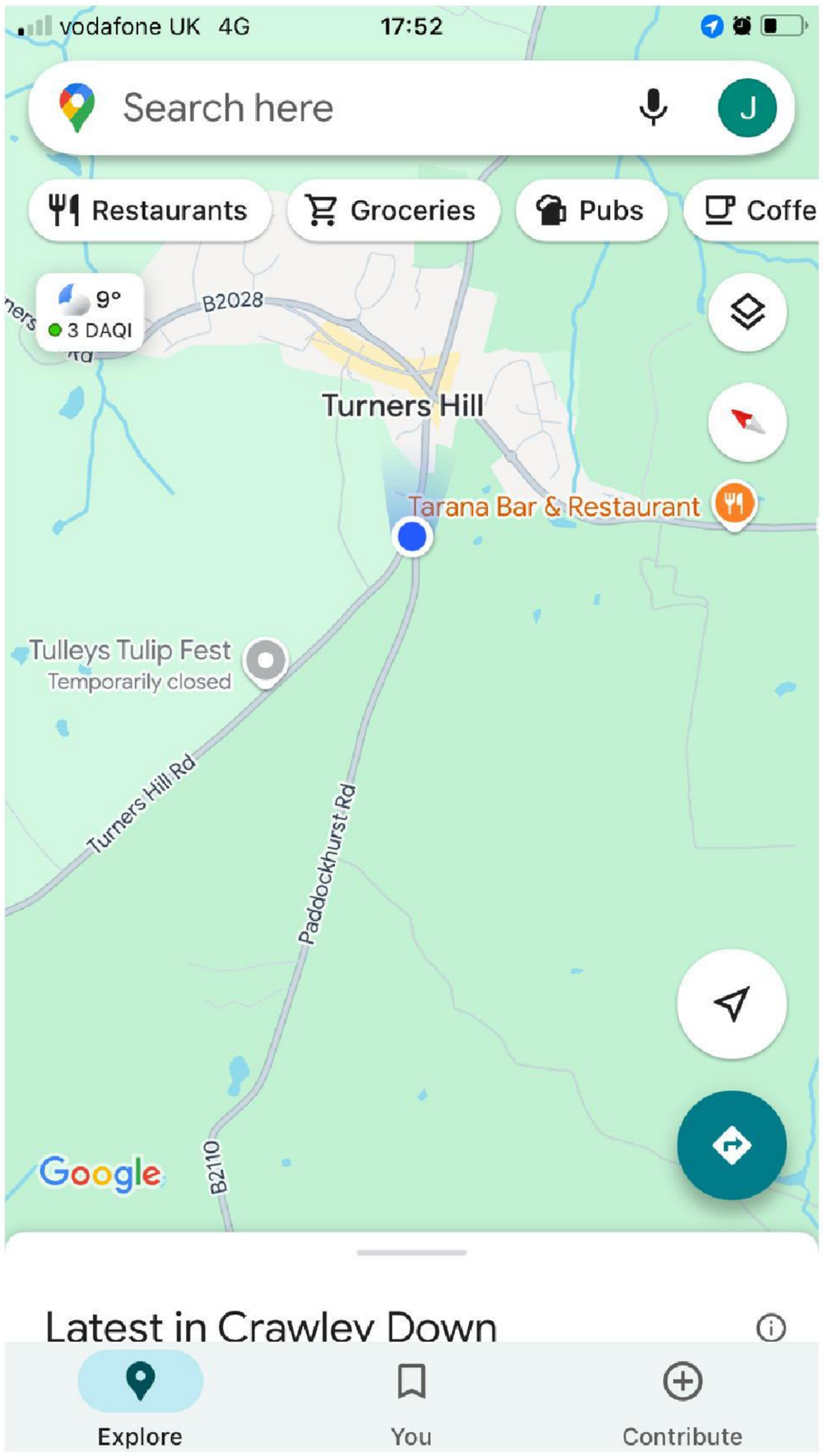
i. To avoid Turners Hill junction at rush hour, locals often use Wallage Lane as an alternative route to reach the B2028. This naturally decreases any measurement figure for traffic queuing along Church Road to Turners Hill recorded

ii. Using Turners Hill Road, driving North to South, approaching the Junction. This is a key route during rush hour. This photo taken at 8.15am on a Tuesday morning shows the traffic queuing back from the Turners Hill junction toward Crawley Down, the queuing starting just past Wallage Lane and B2028 intersection.

Junctions at Capacity 'Severe' impact

The TA references a Leeds development where, at appeal, a +50% delay in junction queuing was not considered severe. This case is 9 years old, in West Yorkshire and involved a 97 second queue time increasing to 151 seconds. Evidence of local queue times being 15 minutes to travel 500m:
At 5.30pm on 24/02/25, , I queued in traffic on the approach to Turners Hill junction along Church Road. The queue began just before this map location of our car was taken in first screenshot below. Shown taken at 17.37 (time shown at top).
The second screenshot taken 15 minutes later we had just progressed to the side road before the village houses of Turners Hill start. Time shown as 17:52 to queue approximately





It is not realistic this junction is not considered over capacity, and that 100s of additional residents needing 000s of journeys to schools, doctors, work will not make this junction use 'severe'.

With the West Sussex Transport Strategy ‘severe’ criteria of +3% RFC,
using the average car length of 5m,
the 15min queue to cover 500m example I documented above on 24/03/25
and a reasonable proportion of new sites’ residents to travel this route, the impact on this junction can only be classed as severe.

7. Lighting Impact Assessment

In 3.1 Site location doesn’t include there are houses to West of the site, in the South-West corner.
Also, there is no reference to the effect of lighting created by the dwellings, both the inside and outside lighting inhabitants may choose, making this review incomplete.

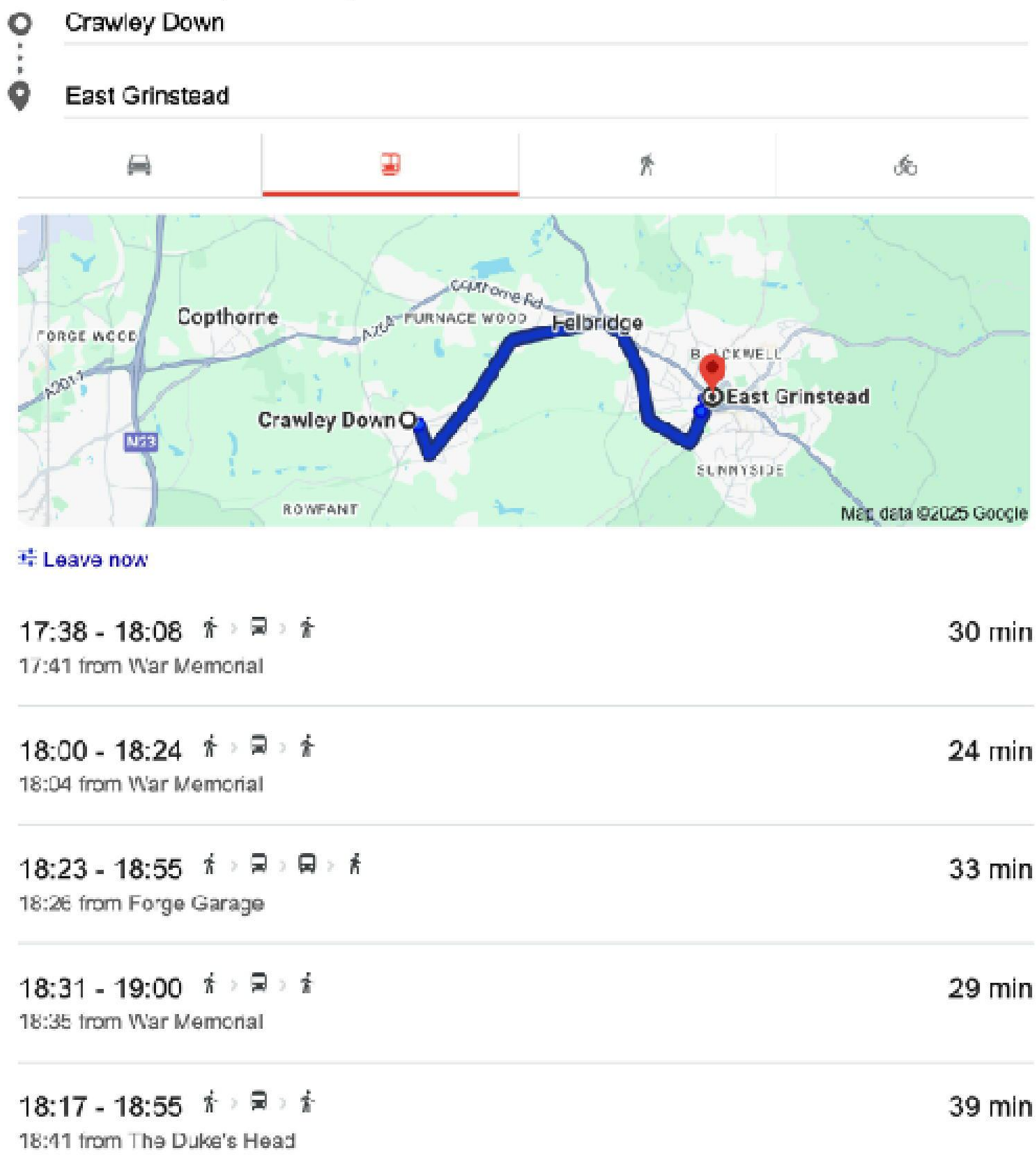
8. Design and Access statement

The report requests ‘Due consideration be given to the merits of permitting this development ahead of the local plan process’

So long as due consideration is given to the issues of these developments raised during various stages of consultation. Previous rounds of consultation feedback were not fully responded to when the site assessments were made.

Page 25 summarises how the proposal is written against National Design Guidelines across 10 criteria. Regarding section Movement
I've listed points above about how the outlined Public Transport strategy mis-represents Bus information & fails to consider all aspects of Train as a commute to work.

Section Facilities
"East Grinstead is 20minutes by bus"
See time estimates from bus timetables in screenshot, none of which are 20 minutes. Only 1 out of 5 (24 minutes) could be rounded down to 20 minutes.
This misinformation raises the question how much other misrepresentation exists in the supporting documents not picked up on.



Page 62 Section: Involvement
Regarding Paragraph: Feedback Forms
Document summarises 'Main issues ' raised by the 100 people who submitted comments.
I received no response to my feedback, would like to see what criteria decided the 'main issues'.

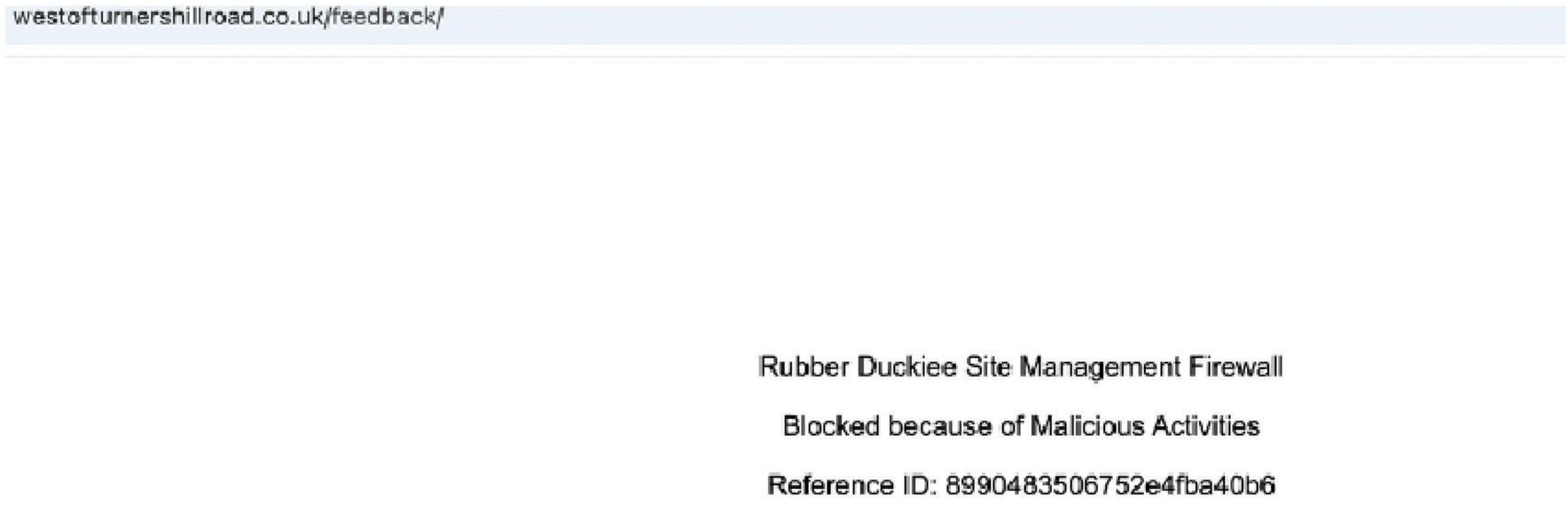
Other flaws I consider ‘main issue’ raised from the 12 page Wates paper proposal shared via the Haven Centre, Crawley Down November 2024 and that I submitted via email in December 2024 to [redacted]vere:

- The idea of the 20 minute neighbourhood is not met by the location of most of the proposed houses
- Impact on Landscape views from public rights of way around the site of the countryside

It is stated 100 forms were received. The Online Version of the Feedback Form had an error, and I was not able to submit it. Potentially reducing the number of commenters due to form not working. I therefore submitted comments via email to [redacted]

I also emailed details about the form not working. I received no email in response.
To note, I tried to get the online form to work using different browsers, removing website links from my content in case these were the cause of the error.

Error message screenshot below that was sent to [redacted]



No further comments at this time.
Regards,
[redacted]