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G. W. RESIDENT CO. LIMITED

Registered No
910312

(England)
Registered Office

The Studio ♦ 43-45 Cartelupe Road ♦ East Grinstead West Sussex ♦ RH19 3BL

THEY MUST BE STOPPED!

You may know that developers Crest Nicholson have applied for planning permission to build 100 dwellings on Imberhorne Lane, between Heathcote Drive and the farm track Their application says that they will provide parking space for 170 cars.

You may also know that Mid Sussex District Council has made several unsuccessful attempts in the last six years or so to allow large scale housing development west of Imberhorne Lane, despite the fact that their current planning policies adopted back in 2004 said that East Grinstead could take no further major housing development until the traffic congestion problems have been solved.

Well, they haven't been solved – they're much worse now than in 2004 because since then the District Council has granted planning permission for around 1,500 new dwellings, so it makes no sense to allow yet more development, putting yet more cars onto our town's congested roads and certainly not on the Imberhorne and Garden Wood estates.

No reasonable person would object to the provision of new housing for people who need them and the Association has in the past identified suitable sites, but the issue here extends way beyond 100 dwellings. **WHY?** Because if this development were to proceed it would eliminate the acknowledged western boundary of our town and it would open the way for further and potentially massive, development towards Crawley Down and ultimately Crawley itself without any guarantee of desperately needed amenities and infrastructure.

So what can we do? And will it make any difference?

Objecting to the District Council's development plans for Imberhorne Farm proposed back in 2005 **HAS** made a difference - the East Grinstead Area Action Plan foisted on us in 2006 was abandoned in 2008 and the Core Strategy was abandoned last year.

So if you'd like to help stop this development from happening, please either object directly to MDSC in your own words, *the best option*, quoting **Ref. 10/02071/OUT** (see key points overleaf), or complete and email or post the attached objection form.

Please make sure you get your objection into the District Council to arrive by the deadline, close of business on:

Friday 13th August

Send them to:

Ms Claire Tester (clairet@midsussex.gov.uk)
Mid Sussex District Council
Oaklands Road
Haywards Heath
West Sussex RH16 1SS



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WHY THEY MUST BE STOPPED

Wrong Location The development would encroach upon the Strategic Gap between East Grinstead and Crawley Down and it would be outside the acknowledged built up area of the town and in breach of current planning policies. Residents would be remote from the town centre and the railway station and in the absence of a meaningful bus service they would have to resort to private transport thus adding to congestion and the carbon footprint. **Strategically the development would be the thin end of a very large wedge.**

Traffic Congestion The developers envisage the need for 170 car spaces and it could be more plus service vehicles. Access would only be via Imberhorne Lane thus adding to congestion especially at the Heathcote Drive and the A22 junctions.

Absence of Supporting Infrastructure Since 2004 approval has been given for 1500 new dwellings in East Grinstead without any supporting infrastructure or services. The developers have confirmed that they have no plans to ease the situation. Furthermore the recently published West Sussex County Council Local Transport Implementation Plan 2011 to 2016 states *“for many years an A22/A264 relief road was seen as an essential part of the solution of East Grinstead’s transport problems. However, it has become increasingly clear that such a road is undeliverable and that the limited effectiveness of other forms of transport mitigation is a significant constraint on the amount of future development that can be accommodated in the town.”* That statement alone should nullify this planning application.

Safety At peak times congestion is a major problem, at others speeding traffic is a source of constant danger. The average speed in the 30mph limit on Imberhorne Lane to the south of Heathcote Drive is 37.2mph and speeds in excess of 50mph are frequently observed. When in 2005, permission was granted for road access to the land which is the subject of this application it was on the understanding that the land was to be used for equestrian purposes with occasional movement of horse boxes and related vehicles. A development of 100 dwellings is an entirely different proposition and the safety implications must be given the closest scrutiny. The developers propose traffic calming, but the fact that Imberhorne Lane is deemed to be a distributor road has always ruled out such measures.

Probable Consequences Approval of the application would pre-empt the outcome of the Council’s review, not yet started, of how many houses to build in the District and where to build them now that the Government has scrapped the South East Plan. Furthermore it clearly would be wrong to proceed with this development without waiting for the outcome of the new £100,000 study into the effectiveness of junction improvements.

This application is premature, ill- conceived and totally lacking in strategic awareness. If it were to be approved the Council would have no grounds to refuse other applications for development to the west of Imberhorne Lane resulting in the loss of a much used and appreciated recreational facility; the community’s “ green lung”.



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**Formal Objection & Response to
Crest Nicholson Planning Application
MSDC Ref. 10/02071/OUT**

**To: Ms Claire Tester
Mid Sussex District Council
Oakland Road
Haywards Heath
West Sussex
RH16 1SS**

From:
Address:.....
.....
.....
.....
Date:

(clairet@midsussex.gov.uk)

Email:

I am objecting on the grounds that this application should be refused because it does not and cannot comply with policies in the Mid Sussex Local Plan and the West Sussex County Structure Plan, both of which highlighted the need for improvements to East Grinstead's infrastructure, particularly roads.

In its East Grinstead Area Action Plan launched in 2005 and more recently in its Pre submission Draft Core Strategy, the District Council has consistently failed to show that there was any realistic possibility of such improvements being provided then. And now, five years later, after granting piecemeal planning permission for around 1,500 new dwellings, the traffic problem is far worse, so further major development is out of the question.

Among others, approval of this application would breach the following Mid Sussex Local Plan policies:

No.	Policy Area	Extracts From MSDC Local Plan Policy Aims
EG1	Protection of East Grinstead	<ul style="list-style-type: none"> • Improve quality of environment and traffic conditions • Only a limited amount of new housing (179 dwellings) • Restrict new development to within the built up area • Protect strategic gap between East Grinstead & Crawley <p><i>This development would break all four of these commitments.</i></p>
C2	Strategic Gaps	<ul style="list-style-type: none"> • Proposals for development within strategic gaps will be subject to the most rigorous examination • Strict control will be applied to ensure that the openness of the strategic gaps will not be compromised..... • Where possible the Local Planning Authority will seek opportunities to conserve and enhance the landscape and amenity of strategic gaps <p><i>Approval of this application would defeat all three policy aims.</i></p>
B4	Energy Efficiency	<p>.....new development to be located where it will keep to a minimum the need for travel, especially by the private car (Government Planning Policy)</p> <p>The MSDC policy itself says that all new development proposals should have regard to maximising opportunities for energy efficiency relating to location, design and layout;</p> <p><i>This site would not be energy efficient because most residents would become car commuters to Crawley/Gatwick and other towns in Sussex, Surrey and Kent. It would also increase the District's carbon footprint.</i></p>

Please keep me informed of the progress of this application.