

[REDACTED]

From: [REDACTED]
Sent: 19 March 2026 11:33
To: Planning
Subject: DC/26/0366

Categories: Comments Received

Hi,

I was able to submit my objection to the above but regrettably I couldn't add the attachments, here is the full objection and supporting documents.

Best regards

[REDACTED]

Dear Sir/Madam,

Please accept this e-mail as my objection to the above planning application. There are two parts to my objection, the first part concerns the main development on land north-west of Southwater and the second part concerns development of the field known as 'The Warren' adjacent to Christ's Hospital station on which a new car park is proposed.

Objections to main development – land north-west of Southwater

- **It's contrary to the Southwater plan** which was agreed and put in place following extensive consultation with local people. It more than doubles the size of what the plan allows and creates an additional village centre which the plan prohibits. To accept this planning application would make a mockery of local democratic processes.
- **The issue of water scarcity and management of waste water is a concern not resolved through plans.** Although the planning restriction around water neutrality has been lifted, it doesn't negate there being a very real issue of insufficient supply from the Arun. Additionally, sewage regularly flows into our rivers and fields, additional pressures won't improve that situation.
- **It would result in the loss of some beautiful and irreplaceable countryside**, magnificent trees and associated wildlife and their habitat. There has been extensive development and associated destruction of wildlife habitats locally already.
- **There would be loss of amenity to local residents.** The area is currently used extensively by local residents with huge benefit to their health and well-being. The character of the village will be dramatically changed and the current community feel will be damaged by doubling the size of the village.
- **The Transport network won't cope with the additional traffic generation and there will be an impact on highway safety.** In some places it will be physically impossible to adjust the road infrastructure to cope with the inevitable additional traffic. Roads surrounding the proposed site are

already dangerous, and in places so narrow that it's difficult for two cars to pass comfortably side by side, for example on Tower Hill.

- **There will be more flooding as the proposed area is heavy clay and the standard drainage suggested won't work here.** Each winter there is regular flooding on Two Mile Ash Road, making the road impassable, damaging the road surface and forcing traffic elsewhere. Additional building will make the flooding much worse and increased traffic resulting from the expansion will compound these issues and further reduce road safety.
- **Safety for children** - Two Mile Ash Road / Tower Hill is the councils recommended walking route for children from Christ's Hospital to access Tanbridge school, increased traffic on that already dangerous stretch of road with no pavement will increase the risk to those using that walking route.
- **The local health and social care infrastructure won't cope with the additional residents** – Local services for health and social care and generally considered to be beyond capacity. There appear to be no plans to supplement or support such services for additional residents. These should be in place first before expanding the local community.
- **There are no concrete plans for building and running new schools for the area.** Current local schools are at capacity with some local children being sent to schools further away. Adequate local schooling should be in place first before expanding the local community. There is already a precedent for land that had been reserved for schooling not actually being used for that purpose at the development in Broadridge Heath.

Objections to development of 'The Warren' – land next to Christ's Hospital station into an additional station car park

1. There is no business case

The proposal involves turning a beautiful local field and resource into a car park, however a survey completed over the summer by local residents shows that there is no business case for this.

For a 6-week period between 10th November 2025 and 21st December 2025, local residents counted the number of cars in the existing station car parks every day during peak times. Over this period the mean average occupancy across the week was 35% with peak days of the week averaging 51.7% occupancy with a maximum recorded being just over 70% (please see attached data).

The under-utilised car parks currently serve residents from all the local villages with commuters coming from Rudgewick, Slinfold, Broadbridge Heath, Southwater etc. Given the large local community the railway station serves, it is difficult to see how it would be necessary to double the parking available based on the number of additional new homes - the figures just don't stack up.

2. There is poor access

The road currently serving the station is single track and there is no scope to widen it as the green to the west is privately owned and not for sale. The recent residential development and associated poor drainage has resulted in the road flooding regularly during the winter (see picture attached), damaging the road surface and making access difficult. An additional car park of the scale proposed would likely exacerbate the situation. The development flood assessment does not cover this part of the proposed development.

3. There would be loss of beautiful and irreplaceable countryside.

The field is full of magnificent trees some with and some without TPO's, along with associated wildlife and their habitat. Locally we have deer, bats, hedgehogs, dormice and other small mammals that have been regularly sighted in that field.

4. There would be loss of amenity to local residents

The proposed development site is a field much loved by local residents. We use it extensively for walks and for children to play in with huge benefit to our health and well-being.

5. There would be increased noise, pollution, disturbance, nuisance, and crime for local residents

Cars using the car parks will create additional noise and disturbance for residents, many of whom have homes close to the boundary. There will be Increased pollution from the proposed lighting arrangements and reduction in air quality as a result of increased traffic.

There is scope for the car park attracting antisocial behaviour at night, disturbing residents, and compromising their safety. We are already aware that the current station car parks are often used for anti-social behaviour so it's reasonable to assume that a new car park would exacerbate the problem resulting in an increase in crime in the immediate area.

6. There would be loss of privacy for local residents

Many local residents have houses sited close to the boundary and so would lose their current privacy and be over-looked by the proposed new car park.

In conclusion, I strongly object to the whole development but most particularly to that proposed in 'The Warren' adjacent to Christ's Hospital station where there are no benefits and extensive disadvantages for the local community, environment, and wildlife.

I hope you find the information included useful in considering the application, please contact me should you require any additional clarification.

Yours sincerely


18, Barnes Wallis Avenue, Christ's Hospital, RH13 0TL.

	Date ▾	Day ▾	Time ▾	Old ▾	New ▾	Total ▾	Percentage Occupancy ▾
1	10/11/2025	Monday	11:14	31	14	45	49.45%
	11/11/2025	Tuesday	13:35	32	24	56	61.54%
	12/11/2025	Wednesday	11:45	34	12	46	50.55%
	13/11/2025	Thursday	11:25	32	20	52	57.14%
	14/11/2025	Friday	11:29	16	4	20	21.98%
	15/11/2025	Saturday	13:30	7	3	10	10.99%
	16/11/2025	Sunday	11:55	7	2	9	9.89%
2	17/11/2025	Monday	10:29	22	18	40	43.96%
	18/11/2025	Tuesday	12:10	24	21	45	49.45%
	19/11/2025	Wednesday	11:10	30	16	46	50.55%
	20/11/2025	Thursday	12:05	31	19	50	54.95%
	21/11/2025	Friday	12:12	10	4	14	15.38%
	22/11/2025	Saturday	12:27	4	1	5	5.49%
	23/11/2025	Sunday	12:49	5	0	5	5.49%
3	24/11/2025	Monday	13:02	16	11	27	29.67%
	25/11/2025	Tuesday	12:00	23	19	42	46.15%
	26/11/2025	Wednesday	12:10	30	16	46	50.55%
	27/11/2025	Thursday	11:50	32	19	51	56.04%
	28/11/2025	Friday	12:41	19	7	26	28.57%
	29/11/2025	Saturday	15:09	9	0	9	9.89%
	30/11/2025	Sunday	12:30	4	0	4	4.40%
4	01/12/2025	Monday	12:16	19	12	31	34.07%
	02/12/2025	Tuesday	13:10	30	23	53	58.24%
	03/12/2025	Wednesday	13:25	34	18	52	57.14%
	04/12/2025	Thursday	12:42	35	17	52	57.14%
	05/12/2025	Friday	12:57	16	4	20	21.98%
	06/12/2025	Saturday	12:00	6	0	6	6.53%
	07/12/2025	Sunday	13:47	10	0	10	10.99%
5	08/12/2025	Monday	13:32	21	19	40	43.96%
	09/12/2025	Tuesday	12:50	41	23	64	70.33%
	10/12/2025	Wednesday	12:54	34	19	53	58.24%
	11/12/2025	Thursday	13:17	28	18	46	50.55%
	12/12/2025	Friday	12:48	19	7	26	28.57%
	13/12/2025	Saturday	12:47	9	4	13	14.29%
	14/12/2025	Sunday	11:07	5	2	7	7.69%
	16/12/2025	Tuesday	13:03	31	22	53	58.24%
	17/12/2025	Wednesday	10:13	22	10	32	35.16%
	18/12/2025	Thursday	13:43	34	15	49	53.85%
	19/12/2025	Friday	12:44	20	4	24	26.37%
	20/12/2025	Saturday	13:21	12	0	12	13.19%
	21/12/2025	Sunday	14:18	13	2	15	16.48%
Average						32	35.00%

