

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 27 October 2025 15:10:49 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/25/1364
Categories: Comments Received

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 27/10/2025 3:10 PM.

Application Summary

Address:	Staalcot Farm Stall House Lane North Heath West Sussex RH20 2HR
Proposal:	Use of land for the stationing of 2no. caravans for residential purposes, together with the formation of hardstanding and associated landscaping. Construction of associated utility buildings.
Case Officer:	Hannah Darley

[Click for further information](#)

Customer Details

Address: Wanseys, Nutbourne Lane North Heath Pulborough

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Design - Highway Access and Parking - Loss of General Amenity - Other - Overdevelopment - Privacy Light and Noise - Trees and Landscaping

Comments:

I wish to object strongly to the proposed development at Staalcot Farm Stall House Lane North Heath West Sussex RH20 2HR. Site reference DC/25/1364. This is for the following reasons:

Impact on Local Infrastructure:

- Potential strain on local infrastructure, such as the narrow lanes. Additionally, lack of sewage systems and drainage.
- There is a public footpath running through the site.

Environmental Impact:

- Potential environmental impact of increased human activity, including waste disposal, noise pollution and disruption to local ecosystems.
- The site is right next to the railway. The train horn noise is extremely loud.
- The site suffers with flooding issues so is likely not suitable.

Inadequate Access to Services:

- The proposed site will put an increasing burden on the already overstretched essential services such as schools, healthcare facilities and public transportation, which could negatively impact the well-being of the community.

Historical Significance:

- The site would be near a Roman road which is of historical significance. The proposed development would compromise its value and integrity.

Social Cohesion and Integration:

- We are concerned about the potential impact on social cohesion and integration. Currently we have a harmonious community. Development of this site has strong potential for social tensions.

Precedent Setting:

- By approving this application it could set a precedent for similar developments in the future, potentially altering the character of the area and the intended land use.

Visual Impact on the Landscape:

- The visual impact of the proposed caravans on the landscape would not be in-keeping with the area which is heavily focussed on farming.

Listed Properties**

- There are a number of listed properties in the area. These are of historic significance and may be affected.

Wildlife

- The site is home to a variety of wildlife, including protected species such as bats, barn owls and nightingales.

Additional points:

1. ***Open, rural countryside being destroyed. (Fails to accord with Policies 25, 32 and 33 of the Council's Planning Framework)
 2. Our part of the district already has a number of travellers' sites.
 3. The location is unsustainable, and completely reliant on motor vehicles to access services. (the proposal represents unsustainable development, contrary to Policies 1, 3, 4 and 26 of the Horsham District Planning Framework and guidance within the NPPF.)
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4. *Infrastructure (Policy 3 & 10)

1. Plan for sewage and waste water and impact on existing residents.
2. Scale of the expansion not suitable for the scale of the current settlement.

5. Design (Policy 15 & 21)

1. Impact on Laurel Cottage, a Grade II listed building** less than 30 metres away.
2. Proposed plan out of character for the local area. Smaller proposed developments on the same road declined.
3. Impact on the landscape.

6. Impact on residents (Policy 13 & 43)

1. Negative impact on amenities of residents.
2. Policy 43 identifies a number of traveller sites, why not expand one of these sites rather than create another?

7. Transport (Policy 23 & 24)

1. Increase in traffic on a dangerously narrow single track lane.
2. Increased danger to pedestrians.

8. Ecology (Policy 13 & 14)

1. Impact on protected species like the Great Crested Newt. Please reference any others.
2. Impact on woodlands and hedgerows.
3. Impact of the additional hard standing.

Further critical points:

There has been no water quality assessment since 1937. Water quality assessment should be conducted before planning permission is granted.

The proposed borehole is within 50 metres of a septic tank (Laurel Cottage), which is not permissible. It is also too close to the proposed caravans. The application is also proposing a cess pit for each plot and each of these need to be 50 metres from the borehole which is not achievable on the site plan as shown in red on the application. There is also concern over the following policies:

- Policy 26 Countryside Protection - Outside the built-up area boundaries the rural character of the countryside will be protected against inappropriate development.
 - *** 32 Quality of New Development - The development should complement locally distinctive characters and heritage - This application is directly opposite a historic listed building.
 - ***Policy 33 Development Principles - Development will be required to ensure a design that avoids unacceptable harm to the occupiers/users of nearby property and land. This clearly fails as it is directly opposite an historic listed building.
 - Policy 34 Cultural and Heritage Assets - Development should retain and improve the setting of heritage assets including views, public rights of way, trees and landscape features, including historic public realm features". As per the previous report from the heritage officer. Due to the closeness of the site to Laurel Cottage greater weight should be given to protecting the cottage
 - There has been no traffic assessment undertaken. Vehicle
-

movements along this very narrow country lane could increase significantly (more than 5500 per annum). These would cross two public footpaths and with no designated areas for walkers, horse riders, cyclists or vehicles. Therefore, the application fails policy 40 of Horsham Planning Policy Framework on points 4, 5 and 6 of the policy.

Additional points to consider

- As of Feb 2024 a development of this size should have provided a biodiversity net gain (BNG) statement demonstrating at least a 10% uplift. They have not provided a BNG statement

- The survey for great crested newts was conducted the wrong time of year. This was conducted in November and should have been between mid-March and June. There should have been a minimum of 4 surveys

- Ponds within 500 metres of the site should have been surveyed. This was not the case.

- Design Access Statement Incorporating the Heritage Statement (section 6.12) makes reference to a previous version of the National Planning Policy Framework (NPPF)

- Removal of grassland cannot be mitigated by planting more hedges - different habitats (ref ecology report)

- Inaccuracies in all the documents provided e.g. section 6.5 of the Design Access Statement Incorporating the Heritage Statement notes " The low profile of the caravans together with dense vegetation alongside Stall House Lane will ensure they are not seen from areas within the public realm, preserving the rural sense of the area". This is not correct as a public right of way (footpath) runs through the site, making the caravans clearly visible.

- Not sufficiently close to a fire hydrant - should be within 175 metres and is in fact 260 metres away

- The other policy Staalcot fails is policy 40. The proposed development does not support Policy 40 "Sustainable Transport", in particular points 2,5,and 6 shown below:

- Point 2 - Maintains and improves the existing transport system (road, rail, cycle). (No)

- Point 5 - Is located in areas where there are, or will be a choice in the modes of transport available (No)

- Point 6 - Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians. (No)

- The route to the nearest stores has no, or very narrow, footpaths which are unlit and means walking alongside the very busy A29.

Kind regards

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