

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 07 September 2025 18:45:06 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/25/1327
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 07/09/2025 6:45 PM.

Application Summary

Address:	Land East of Mousdell Close Rectory Lane Ashington RH20 3GS
Proposal:	Erection of 74 dwellings with associated access, parking and landscaping.
Case Officer:	Nicola Pettifer

[Click for further information](#)

Customer Details

Address:	37 Meiros Way Ashington
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Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none">- Highway Access and Parking- Overdevelopment- Privacy Light and Noise
Comments:	<p>Ashington is a rural village, a part of Englands heritage, this as with other villages are being eroded away by thoughtless planning targets.</p> <p>In the Ashington Neighbourhood Plan 2019 -2031 I point out key factors.</p> <p>1. The village has in the region of 900 - 1000 homes. Current proposals for new homes are for approx 330. That's expanding an already congested village by a third.</p>

2. Rocco Homes state that there will be 36 additional Journeys between 8 and 9 using Rectory Lane. That's approx 1 car every two minutes in addition to the traffic generated by the Chantenbury site. The Ashington Neighbourhood Plan (ANP) states there is 1.91 cars per house hold in Ashington so working on that agreed assumption with the two sites in Rectory Lane that will be approx an additional 294 vehicles, the ANP also shows approx 60% of the village are employed again working on that assumption approx 60% of those cars will be used to travel to work - 176 vehicles if only 36 travel between 8 - 9 the road is going to be extremely busy the rest of the time causing, Excessive additional noise and air pollution to those homes on Rectory Lane and more importantly making the road more dangerous due to the additional volumes of traffic. the road is already breaking up outside the nursery and no repairs made. In addition all this traffic will be exiting on the busy London road and a fair percentage using Hole Street, Water Lane and adding to the additional traffic congestion at the Washington Roundabout.

3. Rocco homes state they will offer travel vouchers to the first occupant of the homes. If people do not use their vehicles then it's approx a 1.5km walk between the proposed site and the bus stop by the Curry Lounge on London Road, the bus service is considered poor. A very nice walk in the winter with bad weather and poor pavements.

I looked up the definition of OVER DEVELOPMENT and it follows:

Overdevelopment occurs when a property's development is considered excessive for the site or its surroundings, leading to potential negative impacts on the local area's character, amenities, or infrastructure, and often results in a planning permission refusal. Key considerations include insufficient garden space, compromising neighbor privacy, lack of parking, and a mismatch with the existing design and density of the neighborhood.

Why Overdevelopment is a Concern

Harm to Local Character:

A development that is out of scale, form, or design with the surrounding buildings can negatively affect the local area's character and appearance.

Loss of Amenity:

This includes reducing available garden space, negatively impacting neighbors' privacy, blocking their light, or reducing their outlook.

Infrastructure and Safety Issues:

Proposals that do not provide sufficient parking or highway access, or that increase traffic and noise pollution, are often considered overdevelopments.

Visual Impact:

The bulk, massing, or sheer density of a development can create an overbearing or visually discordant presence in the landscape or locality.

Factors Considered by Planners

Planners assess overdevelopment by balancing the proposal against several criteria, such as:

Density: The proposal's density compared to the prevailing density of the area.

Scale and Form: The size, shape, and overall design of the built structure.

Spacing: The spacing between buildings on the plot.

Privacy and Light: The impact of the development on the light, outlook, and privacy of neighboring properties.

Parking: The adequacy of on-site parking and access.

Vegetation and Landscaping: The loss of trees, hedges, or other important vegetation.

Does any of this strike a cord

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

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