

Sent: 29 January 2026 17:29
To: Planning
Subject: DC/25/2006

Categories: Comments Received

Re: Planning Application DC/25/2006

Outline application with all matters to be reserved except for layout, for the erection of 38no. Dwellings, (including 13no. On site affordable housing units), together with access from Hayes Lane, vehicle and cycle parking, landscaping, open space and play provision, sustainable drainage, and re-alignment of Public Right of Way no. 3782

Case officer: Sam Whitehouse

Customer type: Neighbour

Address: The Elms, Hayes Lane, Slinfold

Customer objects to the planning application

I write to formally object to the above planning application. I am a neighbouring resident whose property overlooks the field proposed for development.

My objections are based on the following material planning considerations:

1. Highway Safety and Conflict with Vulnerable Road Users

Hayes Lane is a narrow rural lane, single width in places, and is already subject to conflicting uses. The Downs Link public footpath, a former railway line, crosses Hayes Lane close to the proposed access point. This crossing is heavily used by walkers, cyclists, horse riders, and families.

The proposed estate entrance would be adjacent to this busy crossing, creating a dangerous conflict between increased vehicular traffic, construction vehicles, and vulnerable road users. This raises serious and unacceptable highway safety concerns, particularly given the rural nature of the lane.

2. Parking Stress and Loss of Existing On-Street Parking

Properties numbered 1–25 Hayes Lane are early 20th-century cottages built to house workers from a former brickworks. These homes were not designed for modern car ownership and generally lack garages or adequate off-street parking. As a result, residents rely heavily on limited on-street parking.

To facilitate access to the proposed development, the applicant proposes the introduction of double yellow lines outside some of these properties. This would remove essential parking provision for existing residents and significantly worsen an already acute parking situation.

3. Unsustainable Location and Car Dependency

The proposed development is in an unsustainable location with very limited access to services. The village has only a small shop, a pub, and a post office operating on a part-time basis. (Half a day per week). There is a primary school, but secondary education requires travel to other areas.

Public transport provision is limited. The nearest bus service operates approximately half a mile away, runs hourly, Monday to Saturday only, with the last service in the early evening. This level of provision is insufficient to support a development of this scale and would result in near-total reliance on private car use for employment, education, shopping and healthcare. The proposal therefore conflicts with sustainable development principles and would significantly increase traffic movements using Hayes Lane.

4. Cumulative Impact of Development - Over development

Hayes Lane has already accommodated four housing developments in recent years. The cumulative impact of these developments has increased traffic levels, parking pressure, and disruption to residents. The addition of a further 38 dwellings would exacerbate these impacts beyond acceptable levels.

5. Construction Traffic and Road Damage

Previous developments along Hayes Lane have resulted in extensive HGV movements, causing severe disruption and lasting damage to the road surface and verges. There has been no accountability or remediation for this damage. Given the narrow width and fragile condition the lane is unsuitable for further heavy construction traffic.

6. Flooding and Drainage Concerns

Hayes Lane has a history of drainage problems and flooding affecting both the highway and nearby properties. During heavy rainfall, surface water, leaves and debris flows down the lane and overwhelms the existing drainage infrastructure, which already requires frequent maintenance. The proposed development would increase surface water runoff and worsen existing flooding issues on an already compromised drainage system. Brick lane floods in heavy rain and the drains have had raw sewage pouring onto the road and adjacent garage forecourt's. Brick Lane is not an adopted road The developers own it. Southern Water cannot maintain drains in private ownership and residents struggle to get assistance from the developers.

7. Pedestrian Safety and Accessibility

There is only one narrow footpath leading to the village from the Tennis club entrance road, which is inadequate for current use and residents frequently have to walk in the road. It is also unsafe for those residents who rely on mobility scooters. Hayes Lane is also used by horse riders accessing nearby stables. Despite a recently introduced 20mph speed limit, compliance is poor, increasing risk to vulnerable users.

Additional traffic generated by the proposed development would significantly worsen these safety issues.

Conclusion

For the reasons outlined above, I respectfully request that planning application DC/25/2006 be refused.

Yours faithfully,

A solid black rectangular box used to redact the signature of the sender.

Sent from my iPad