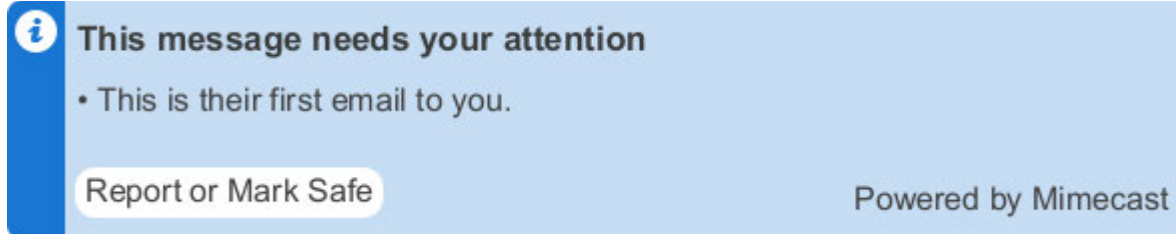


From: [REDACTED]
Sent: 27 August 2026 21:05
To: Planning
Subject: Application DC/26/1186 - Objection

Categories: Comments Received



Good evening,

I have tried to log my objection to the Taylor Wimpey application DC/26/1186 in Ashington, but the website is saying error.

Could you please log my comments below.

Many thanks,

[REDACTED], 4 Fairfield Way, Ashington, RH20 3LA.

I am objecting to this planning application because it is not in the Ashington Neighbourhood plan and this site was previously not allocated by HDC. Ashington is already taking 226 homes as part of our neighbourhood plan and now 74 additional homes on top of that in ASN1. The cumulative effect of further housing growth is unsustainable for our small village. We are taking 27% more houses already, the infrastructure is not designed for this increase, let alone more. This planning application is also outside our built up area and is farmland.

The local roads are country lanes. More houses with people who have to travel by car to work will increase the pressure on the roads. Add on the increased deliveries to these houses (Supermarket and Amazon). In the application the Residential Travel Plan states that they will support new residents to not use their private cars by upgrading the bus stop on London Road at the Rectory Lane junction and installing lights. However, this bus service only travels North to South to Worthing or Horsham, and is a limited service, sometimes with only a bus once an hour. It does not travel to our nearest train station in Billingshurst or Pulborough and doesn't travel to Storrington, Steyning either which is where the nearest doctors surgeries are. Travel incentives are being promoted in the travel plan but this isn't going to be viable for everyone as not everyone works in Worthing or Horsham. With regard to the plan to improve the lighting at the bus stop, there are already street lights on London Road. And how would this affect the lower levels of light in this country village. Many residents prefer our lower street lighting as this is a country village with many roads unlit. Lighting the bus stop would not help people to feel safer when they have to walk down a narrow pavement in the dark. It also is promoting a car sharing database. This is not a viable solution to reduce traffic in the village as it is relying on future residents signing up to the scheme without knowing who the residents are, where they work and whether they are going to use the scheme.

The residents travel plan also promotes cycle training. It says it will give a leaflet to direct residents to WSCC cycle training. Again, this relies on future residents to want to cycle. All of our local roads are busy country roads which are not safe to cycle on at rush hour. The Billingshurst Road north out of the village

regularly has large lorries on it which isn't nice to be passed by when cycling. The plan states that PROWs can be used along with roads. There are many footpaths out of the village, but only one bridleway. Cyclists are not allowed on footpaths and the bridleway isn't well connected. The bridleway is also impassable in the winter due to mud and at various parts of the year overgrown.

It also mentions the Bikeability training for school children. This doesn't happen at Ashington school until year 6, meaning that school children and their carers will either walk to school, or drive as many residents do, for 6 years.

Secondary school children get the bus to school at Rock Road, until they go to Steyning in year 9, as this too is unsafe to cycle to. But in a few years when all children will go to the new build school in Steyning from year 7 they will get the bus as the road to Steyning again is too unsafe to cycle along as it is too busy and there are no cycle lanes.

The plan also mentions upgrading PROW 2607 for pedestrians and cyclists to access the school and an off road route into the village. This is currently a footpath and therefore not for cyclists. If it is going to be upgraded, then could it be upgraded to a bridleway and therefore allow the local equestrians off road access to the village.

There are many horse riders in the area that regularly ride into the village to do a circular route. This is all on road and the increase in road traffic (which will inevitably come with all these houses) further puts our safety on the road at risk. More off road paths for equestrians too would be beneficial.

The application also outlines resurfacing the pavement along Rectory Lane. This pavement is quite narrow and if meeting a pushchair or wheelchair one pavement user needs to walk in the road to pass. Simply resurfacing is not sufficient. The pavement and the road are not wide enough for a significant increase in the number of residents using the road and pavement.

The aim of the travel plan is to aim to have 5% less car traffic, by their own data this would mean that 68% of the residents would use their car, if they follow the travel plan. For 125 homes with two cars each this would be an additional 81 cars going out and into the village twice a day. Rectory Lane from Meiros to the planned development is a narrow road which at times is too narrow for two cars to pass safely. Rectory Lane is also regularly used by farm vehicles again making it difficult to pass.

The area currently is farmland with mature hedgerows and trees. There will be a loss of biodiversity if this is built over. There are bats, birds of prey and many other animals that are seen in this area. Also, losing green land to be replaced with concrete and tarmac, where is all the rain water going to go.

The application's Transport Assessment states that residents will walk and use active transport to access the "key amenities". In reality Ashington only has a small Co-op and to get to a supermarket residents will need to drive as the bus service takes a long time, is infrequent and inconvenient. There is also no doctors or medical facilities in the village. Again residents will need to drive to Storrington, Pulborough or Steyning. Can the doctors manage with more residents in the area? It can take up to two weeks to get an appointment to see your doctor.

The assessment also states that homes will have electric vehicle chargers. This is good for the environment, but it doesn't reduce the number of vehicles going through the village which will add to the congestion.

There will be increased pressure on the primary school. I believe this was taken into consideration for the homes agreed in the Ashington neighbourhood plan but not for additional houses.