

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 28 August 2026 17:25:52 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/1186
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 28/08/2026 5:25 PM.

Application Summary

Address:	Land North of Rectory Lane Ashington West Sussex
Proposal:	Outline Application for redevelopment of the site to provide up to 125 dwellings, access, public open space and associated landscaping, drainage and highways infrastructure with all matters reserved except access.
Case Officer:	Sam Whitehouse

[Click for further information](#)

Customer Details

Address: The Granary Saddlestones Billingshurst Road Ashington Pulborough West Sussex

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Overdevelopment
Comments:	Land North of Rectory Lane, Ashington - Outline application for up to 125 dwellings Dear Sir/Madam, I am writing to object to planning application DC/26/1186.

I live in Ashington and regularly use Rectory Lane both on foot and by car. My objection is not to new housing in principle, but I am increasingly concerned about the scale of development being proposed around the village and, in particular, whether individual sites are being allowed to come forward without properly considering how they work together.

My immediate concern with this application is Rectory Lane itself. From regularly driving and walking along it, I know how busy it already becomes. On-street parking reduces the usable width of the road in places and can lead to congestion as vehicles have to wait for one another to pass. Rectory Lane also provides access towards the primary school, church, community facilities and existing residential areas.

This isn't simply a perception from occasionally using the road. HDC's own recent evidence for the proposed Northern Cluster acknowledges that Rectory Lane is already a well-used route, has parking issues and reduced visibility from side roads, and becomes narrow in places. Against that existing situation, I am concerned about introducing the traffic generated by another 125 homes onto Rectory Lane.

It is particularly important to consider pedestrians. This is a route used to access the village and school, and increasing traffic shouldn't make walking along Rectory Lane less attractive or less safe. A development presented as sustainable needs to provide genuinely safe and practical alternatives to using the car, rather than simply adding more vehicles to an already constrained village road.

I am also concerned about the timing of this application. The application site, known as SA524, forms part of the much larger area of land north of Ashington which has previously been promoted collectively for development.

HDC is now proposing through MM229 that the Ashington Northern Cluster should accommodate approximately 450 homes. Importantly, HDC's proposed policy specifically requires development there to accord with a comprehensive site-wide masterplan.

I therefore question why it is appropriate to determine a standalone application for 125 homes - including its access - before that comprehensive masterplanning has taken place.

Granting permission now would inevitably establish important parameters for the wider area, including where traffic enters and leaves the development, movement through the site, pedestrian and cycle connections, drainage, open space and green infrastructure.

I believe HDC should be satisfied that approving this application independently would not constrain the best overall solution for the wider Northern Cluster.

Otherwise, there is a real danger that what is supposed to be a comprehensively planned extension to Ashington instead emerges piece by piece through separate planning applications.

This application also needs to be considered in the context of the amount of development already taking place and proposed in Ashington.

The Ashington Neighbourhood Plan already provided for substantial housing growth. Further development has subsequently been approved or proposed, and HDC is now considering another approximately 450 homes through the Northern Cluster. 125 homes is not a small addition.

The important question isn't simply whether the highway network, school, healthcare, drainage and other infrastructure can accommodate this particular application when assessed in isolation. HDC needs to consider whether they can accommodate the combined population and traffic resulting from the overall level of growth now being proposed for Ashington.

This is particularly important given that the village has no GP surgery and remains dependent on surrounding settlements for a number of services.

The application would also result in a significant area of countryside north of Rectory Lane being developed. The site is currently agricultural land divided by established hedgerows and mature trees. HDC's own assessment describes it as countryside north-west of Ashington, and the wider Northern Cluster contains a network of hedgerows, tree lines, watercourses and other habitats contributing to ecological connectivity.

I recognise that landscaping, biodiversity improvements and open space are proposed. However, these don't alter the fact that development of 125 homes would permanently change the character of this part of Ashington and move the built edge of the village further into the surrounding countryside.

Again, this reinforces why I believe the landscape and green infrastructure for the entire northern area should be considered comprehensively rather than site by site.

My overarching concern is that DC/26/1186 proposes a substantial 125-home development accessed from a road which already experiences traffic, parking and congestion problems, while forming part of a much larger area which HDC itself says

should be subject to comprehensive site-wide masterplanning.

It seems contradictory to establish one significant part of that development, including its access arrangements, before the overall solution for approximately 450 homes has been determined.

Ashington has already accommodated significant growth and further development should only take place where its cumulative effects on roads, pedestrian safety, schools, healthcare, drainage, ecology and the character of the village have been properly addressed.

In my view, approving DC/26/1186 at this stage would be premature and risks allowing the Northern Cluster to develop piecemeal rather than as the comprehensively planned development HDC itself is proposing.

For these reasons, I ask Horsham District Council to refuse planning application DC/26/1186.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

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