

From: Planning@horsham.gov.uk
Sent: 20 August 2026 15:33
To: Planning
Subject: Comments for Planning Application DC/26/0933

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 20/08/2026 3:32 PM [REDACTED].

Application Summary

Address:	Land Between Muntham Drive and Smugglers' Lane Chapel Road Barns Green West Sussex
Proposal:	Erection of 31 dwellings with access from Chapel Road including roads, parking and open space.
Case Officer:	Alice Johnson

[Click for further information](#)

Customer Details

Name:	[REDACTED]
Email:	[REDACTED]
Address:	The Walled House Plumtree Cross Lane Itchingfield

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Overdevelopment
Comments:	I wish to formally object to planning application DC/26/0933 for the erection of 31 dwellings on land between Muntham Drive and Smugglers' Lane, Barns Green. I support and reiterate the concerns already raised in relation to development of this site and the wider proposed development in this part of Barns Green. In particular, I ask the Council to consider the cumulative impact of this proposal alongside other existing and proposed development in the village, rather than assessing these 31 dwellings in isolation. 1. Highway safety, traffic and cumulative impact. The local road network is rural in

character and already experiences significant pressures. Adding a further 31 dwellings would inevitably generate additional vehicle movements on Chapel Road and the surrounding network. Of particular concern is the cumulative impact of this development together with other proposed development in the immediate area. The effect of potentially substantial additional housing on the same relatively constrained local road network must be properly assessed. This is especially important because these routes are used by children and families travelling to and from the local school, as well as pedestrians, cyclists and other vulnerable road users. Increased traffic volumes, additional turning movements and construction traffic have the potential to adversely affect highway and pedestrian safety. I therefore ask the Council and the Highway Authority to consider the real cumulative impact of all committed and proposed development around Barns Green, rather than simply the predicted movements from this application considered on its own.

2. Wastewater and sewerage infrastructure. I remain seriously concerned about whether the existing wastewater and sewerage infrastructure has sufficient capacity to accommodate further development. This is not a new concern. The ability of local infrastructure to accommodate additional wastewater has already been raised in objections to the proposed allocation of development sites at Barns Green. Before any permission is granted, the Council should be satisfied, on the basis of robust evidence, that adequate wastewater infrastructure exists or will be provided and that the development will not exacerbate existing problems or create an unacceptable risk of sewer flooding, pollution or other adverse impacts. Permission should not simply be granted on the assumption that infrastructure problems can be resolved at a later date.

3. Cumulative scale of development in Barns Green. Thirty-one houses should not be viewed as an isolated proposal. The cumulative effect of this application and other development proposed around Barns Green represents a significant expansion of the village. The Council should consider whether the cumulative amount and location of development is proportionate to the size, character, infrastructure and facilities of the settlement. The resulting increase in population will place additional pressure on roads, drainage and sewerage systems, the school and other local facilities.

4. Conflict with the established pattern and character of the village. The site forms part of the rural setting of Barns Green. Development of this scale would result in a significant change to the character and appearance of this part of the village and further extend built development into land which has historically contributed to its rural surroundings. The Council should carefully consider the effect of the proposal on landscape character, settlement form and the transition between the built-up area and surrounding countryside.

5. Neighbourhood planning and previous community concerns. The Council should give proper consideration to the objectives and evidence underlying the Itchingfield Neighbourhood Plan and to the views previously expressed by the local community regarding the appropriate scale and location of development. The fact that concerns have previously been raised regarding the development of land in this area is relevant when assessing the cumulative consequences of this application. Development should be genuinely plan-led and should reflect the sustainable development of the village rather than being determined through a succession of individual applications which, collectively, could substantially alter the scale and character of Barns Green.

6. Local infrastructure. The proposal would increase demand on local services and infrastructure. The Council should establish that the necessary infrastructure is capable of supporting the development before permission is granted. This assessment should include, amongst other matters, highway capacity and safety, pedestrian provision, school capacity, drainage, wastewater infrastructure and other community facilities. Where infrastructure is already constrained, further development should not be permitted without clear and deliverable measures to address those constraints.

7. Construction impacts. If the Council is nevertheless minded to approve the application, considerable attention must be given to the construction phase. The movement of HGVs and other construction vehicles through Barns Green and along relatively constrained local roads could have a significant impact on residents and road safety. Any permission should therefore require a robust Construction Management Plan covering construction routes,

delivery hours, parking, mud and debris on the highway, noise and measures to protect pedestrians and other road users.

Conclusion

For the reasons above, I respectfully request that Horsham District Council refuses planning permission for DC/26/0933.

In particular, I ask the Council to give substantial consideration to:

- The cumulative traffic and highway safety implications of this and other proposed development
- The adequacy of wastewater and sewerage infrastructure
- The cumulative scale of housing development proposed for Barns Green
- The impact on the rural character and setting of the village
- Consistency with the principles of the Neighbourhood Plan and plan-led development
- The capacity of local infrastructure and services to accommodate further growth.

These concerns have been raised previously in relation to development in this part of Barns Green and, in my view, they have not ceased to be relevant simply because this proposal is being considered as an individual planning application.

I therefore urge the Council to consider the application in the context of the overall cumulative development pressure on Barns Green, and not merely the impact of these 31 dwellings in isolation.

Where did you hear about this application?	Public Access
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Kind regards

Telephone:
Email: planning@horsham.gov.uk



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