

11 Trout Lane
Barns Green
Horsham
West Sussex
RH13 0QD

4th February 2026

To:- Planning Officer, Horsham District Council, Albery House, Horsham RH12 2GB

Objection: Application DC/25/2057

Land North of Little Slaughterford, Chapel Road, Barns Green.

Development of 68 houses by Miller Homes.

1) Infrastructure – Sewage discharge and contamination.

From personal experience and local knowledge the treatment capabilities of the Barns Green Sewage works are already exceeding the capacity of this plant. Evidence is overwhelming as there are documented regular instances of extreme overflow of raw sewerage entering the local watercourse and eventually the main river catchment which is already subject to pollution. A development of 68 houses will inevitably increase this environmental pollution and health risk through sewage discharge alone.

Surely the water authorities are concerned of further instances of this kind and the additional harm it will cause to their reputation.

2) Infrastructure – Flooding

Recent rain has demonstrated the vulnerability of the present drainage to cope with even regular rain events let alone any extreme weather which is widely predicted in future. The proposal to divert and contain any added water run-off from this development is reliant on sustainable drainage infrastructure which will require regular management and maintenance. The natural watercourse into which all ground water run off is reliant has shown in the past to already be inadequate. The various properties which unfortunately are susceptible will obviously experience more regular flooding. These will especially include the village Post office, shop and public house who are directly opposite and below the proposed site ground level and therefore they will naturally receive the full road and surface water run off directly from the development. Unfortunately many of the current houses downstream are also affected with flooding to the extent they are now classified for insurance as flood risk. I propose many more will be added to this vulnerable list and those already experiencing will receive more extreme flooding.

3) Natural Environment – Disturbance and Biodiversity.

It is well documented the ability of a natural habitat, like the proposed site, has vast natural ability to absorb excessive water and reduce the flow of water along with the vegetation, hedges and trees who also absorb water and protect the grounds stability.

Leaving the natural environment undisturbed holds carbon within the soil and vegetation, disturbing it will release carbon and therefore contribute to climate change.

The boundary hedgerows of this site are considered as important wildlife corridors providing important habitat and nesting, removing these isolates the various wildlife communities.

The boundary hedge along the front of the site, apart from being of ancient heritage, is also an important part of this wildlife corridor and impossible to replace and duplicate.

The proposed density of these homes will have zero benefit and be completely devoid of wildlife or Biodiversity.

4) Rural Development/ Planning Policy.

The density of 68 houses (an increase on original plans and proposals) is more aligned to an urban development concentration.

This area is clearly a green field site and completely the opposite end of the planning spectrum from a brown field site which should be the foremost planning priority.

Many other sites were proposed as more suitable in the local plan including brown field sites.

The design, density and style of the homes is not appropriate to such a rural location.

It should also be appreciated and acknowledged the very close proximity to 3 listed buildings and the Public House.

5) Traffic and public transport.

Unless there are plans to increase transport services through the village the demographic of people who can conveniently live in this community will be restricted to purely car ownership drivers.

I doubt this development is enough for a bus company to invest in a new and commercially attractive route, therefore the present service is not going to attract anything else than extra car ownership and traffic within the area.

The site assess is directly in an area of present parking congestion. Chapel road is already subject to consistent movement of shoppers to the vital shop and post office with car parking at a premium.

There is no practical allowance within the plans for extra and safe parking within the immediate area once the development is established.

It should also be noted that this road is subject to wider vehicles accessing the campsite which includes cars with trailers, caravans and motorhomes something not to be underestimated.

Due to height restriction of the railway bridge this byway is the diversion around the village for large vehicles and emergency services.

Yours Faithfully



(Resident and member of the public).