

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 30 January 2026 20:42:19 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/25/2057
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 30/01/2026 8:42 PM.

Application Summary

Address:	Land North of Little Slaughterford Chapel Road Barns Green West Sussex
Proposal:	Proposed development of 68 dwellings with vehicular and pedestrian accesses, public open space, hard and soft landscaping and associated works including supporting foul and surface water drainage works, and works to existing culverted watercourse on site.
Case Officer:	Alice Johnson

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Customer Details

Address: Sillwood House, Sandhills Road Horsham

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Design - Highway Access and Parking - Loss of General Amenity - Other - Overdevelopment - Privacy Light and Noise - Trees and Landscaping

Comments:

Design:

The houses in the design are too tall for this gently sloping site which is otherwise green countryside with an open feel and would be out of proportion with their surroundings, looming visibly over the road and its existing residential buildings from the slope and impeding sight of the tree line; they are not of sympathetic style nor of the right housing mix for the area. The development is too dense given the size of the village and would increase the quantum of buildings and population disproportionately.

Access is not sufficient for the number of anticipated new residents nor for emergency vehicles given the road layout. Setting the buildings back from the road and creating a playground in the buffer zone right next to the road is a thoughtless add-on given the anticipated traffic increase.

Highway Access and Parking:

The shop needs to retain more than the design provides for in terms of parking in order to receive deliveries, have post delivered and picked up, and enable customers particularly those less mobile to pop in for bulkier items or bring parcels to the post office. The shop currently benefits from a pull-up-and-park scenario which works very well. The shop and pub need to take deliveries. This road already has a passing place opposite the shop to allow for informal problem-solving by drivers in the case of meeting vehicles. This is currently manageable but an increase of the estimated 100+ cars would make this a very dangerous pinch point. If access is created to the site from this area there will be far too much going on especially with the school buses for senior school children which also pick up and drop off in the vicinity, and small children trotting round to the shop after pick-up from the primary school. Many of the roads in the village including this one have one narrow footway on one side and a grass verge on the other. This is not a suburb, it is a village. Children getting school buses are currently relatively safe to hop up onto a verge if a car is coming or cross over the road quickly using common sense because the current level of road use allows it. Adding 100+ vehicles, a pinch point, forcing traffic to queue at the access site and putting pressure on shop parking will create the ideal circumstances for accidents. Any mitigating actions would be disproportionate and make the site even less appropriate in the village setting ie traffic lights, crossings, or other road furniture such as imposed give way points for single lane priority. The village road is a single carriageway along a sparsely built-up frontage of heritage and listed buildings and does not allow for this volume of alteration which would rip the soul out of a place where sometimes riders out hacking stop with their horses and pop in to buy a snack, or where families cycle from the campsite with young children.

There is not a way in to this village that does not involve some kind of very tight bend, tricky corner or accident blackspot.

Serious thought needs to go into the broader issues here - responsibility for a housing development should not just end at the kerbstone of the access route but should look at traffic volume and access into the settlement itself.

Loss of General Amenity:

The field was historically the village green and has been used to host regular events which have raised thousands for charity. This facility would be lost which would push such events either away for good or onto the recreation ground by the village hall and club which already have a vibrant and full diary, and although it is "green" is chiefly a sports facility and could not host a classic car rally, for example.

The proximity of this field and associated charity events to the pub has historically helped to weave a sense of community and shared "bunting-fluttering-in-the-sunset" heritage into this stretch of road which will vanish if the project goes ahead.

Other:

Barns Green's stressed sewerage situation is well-documented: it is absolutely not able to cope with 68 more homes. We are regularly flooded every time it rains heavily and there are spills from the local sewage treatment plant. Residents have persistently reported this and asked for support and received the little that budgetary constraints allow for, from beleaguered council employees juggling the needs of half a county with a limited pot. There is avoidance, obfuscation and lack of joined-up vision regarding remits and who is responsible for which element - for example, where are the boundaries between road maintenance and drainage works and riparian responsibilities of the private landowner, where is the limit of responsibility for field run-off, surface water drainage, culverts, pipes and ditches, who will come and visit and watch the sewage plant overflowing and actually do something, who writes reports saying all is well, dismissing the "anecdotal" evidence of longstanding residents - it is all something that needs looking at before teleporting in a load of new houses. Failing to acknowledge this because a highly conflicted Southern Water says it isn't a problem is unethical.

There are holes in the processes that have brought this project to the planning stage which raise many questions. Our parish voted overwhelmingly in favour of a Neighbourhood Plan suggesting other sites for development which have been ignored in favour of this site which was rejected by the Plan and HDC itself. What is the point of having a Plan if it has no teeth and is so easily bulldozed? Surely this calls into question the integrity of the planning procedure full-stop? There has been a lack of transparency, accountability and impartiality in the reports compiled and also some glaring errors in the paperwork. Work must be done to restore faith in the process and to pursue the applicant's accountability regarding their ability to produce

documentation which contains accurate, legitimate, reliable information to support their application.

Overdevelopment:

It is alleged in the plans that Barns Green has public transport. We have buses that can get you out of Barns Green at 7am every day but they cannot get you back home after 4.35pm. There are some other buses leaving Barns Green during the morning but not after lunchtime and only on a Monday, Tuesday or Thursday. There is a station at Christs Hospital which according to Google Maps is 47-minute walk away along a road with no footway where the speed limit is at times 60mph. This is a wholly unreasonable premise upon which to invite this density of house-building, allegedly in some cases affordable housing which would presumably be people even more reliant on convenient public transport links to work. The village is not Southwater or Billingshurst - it does not have a station or extensive bus routes, or even employment opportunities other than the school, the pub, club, the shop or the campsite. Everyone needs a car. It is disingenuous and cynical to state that we have suitable infrastructure to support this many more residents in this form of development without a huge increase in traffic which includes added noise, light and pollution. Our roads are compromised by potholes as it is and traffic associated with the build alone would cause yet more damage never mind the added load of residential traffic were the project to go ahead.

New housing at Sumners Fields is standing unoccupied currently with some being powered by generator due a lack of hook-up to the grid. It is hard to justify further development when existing build projects cannot complete and cannot sell.

Privacy Light and Noise

Existing housing on Chapel Road will be adversely affected in terms of privacy, light pollution and extra traffic noise not to mention the effects of the construction work itself. There are some much-loved listed buildings which inform the village identity and character right at the point where this site is proposed which will have their charm and aspect ruined.

Trees and Landscaping:

The site is bordered by ancient woodland which would be negatively affected by increased footfall as well as wildlife habitat being eroded by noise and light pollution. Currently there are bats, owls, deer, greater crested newts, woodpeckers, slowworms in the local area to name only a few that I have seen. Currently the village is pitch black at night but this development would jeopardise that and the fauna that depend on it along this wildlife corridor.

The site is separated from the road currently by an ancient hedgerow which should be protected.

Government policy is at odds here - why relax planning regulations to develop precious green belt sites where our heritage ecology is flourishing rather than other more suitable sites?

The site is also outside the built up area specified in the Neighbourhood Plan.

Few would dispute the need for housing especially for young families who otherwise cannot afford to get on the housing ladder. Other suitable sites have been offered for consideration by the Neighbourhood Plan, however, and the village has already assimilated developments at the Ash Miles and Sumners Fields. Barns Green has become a rat run from Horsham to vastly increased Southwater and Billingshurst and is already affected by overspill traffic from development there which is set to continue. There is only so much a small settlement like Barns Green can support without completely overhauling its infrastructure systems; transport, electricity, sewerage and drains, which are already creaking under the strain.

This development proposition is placed badly, has not been thought through and has been selected without due attention to the surroundings. There are so many reasons not to develop this site it is a wonder it has got to this stage without more questions being asked. One can only assume that nobody in the planning department cares that a settlement of this size cannot become Broadbridge Heath, cannot become Crawley, cannot become Kilnwood Vale. I would like to state here that the people who live in Barns Green, however, absolutely do care about their village and what happens to it. A village like this is not just a collection of housing but it is a community that has gathered and increased at a reasonable pace over the course of generations. Parachuting in new housing without correctly, properly and impartially reviewing the support systems that determine the viability of the development is completely irresponsible.

It is appreciated that HDC are under pressure to fulfil Government directives about housing. Nonetheless the gaps between, among other things, relaxation of planning law, timing fudges regarding water neutrality regulations and hastily conceived housing solutions created in order to reach increased targets seem to be filled with opportunistic developers and opaque transactions.

I would urge the Planning Office to reject this application on the above grounds.

Kind regards

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