

[REDACTED]

Sent: 29 January 2026 20:48
To: Planning
Subject: DC/25/2057 Land North of Little Slaughterford

Categories: Comments Received

[REDACTED]

Address: Bulbrook Housefarm, Valewood Lane, Barns Green
Postcode: RH13 0QJ
[REDACTED]

Commenter type: Member of the Public

Stance: Object

Dear Planning Team,

I am writing to object to planning application DC/25/2057 (Land North of Little Slaughterford). I remain registered at the address above and have lived in Barns Green since I was 13 years old [REDACTED]

[REDACTED] My objection is made on the following planning grounds.

1. Wastewater and sewerage capacity (Infrastructure and Services)

The village wastewater system appears to have limited headroom. In wet weather there are repeated overflow incidents from the sewage works into the local watercourse, and this overflow contributes to flooding impacts downstream (including on private land). Adding foul flows from 68 additional dwellings risks increasing the frequency and severity of overflow events unless robust, evidenced capacity upgrades are secured and delivered in advance of occupation.

I ask the Council to require clear evidence from the statutory undertaker that there is adequate treatment and network capacity, and if not, to refuse the application or secure enforceable upgrades that are completed prior to any occupation.

2. Flood risk, surface water runoff and drainage

The site drains towards Chapel Road and the area already experiences flooding in wet periods. Increasing impermeable surfacing will worsen runoff unless a robust drainage strategy is proven to avoid increasing flood risk on and off site. I do not consider it demonstrated that surface water will be managed safely during extreme rainfall events, including exceedance routing and downstream impacts.

I ask that the application is refused unless the drainage strategy demonstrates, with calculations and site specific evidence, no increase in flood risk and no adverse impacts on existing properties, businesses, and the highway.

3. Highway safety, traffic and parking impacts

Chapel Road and the immediate area around the village shop and pub already experience

constrained conditions and informal parking. A new access and the additional daily vehicle movements from a 68 home development would materially increase congestion and conflict points, including for pedestrians, cyclists, and drivers. Construction traffic would further worsen safety and disruption.

I ask the Council to give significant weight to highway safety and congestion impacts, and to refuse the application if safe access, safe pedestrian movements, and realistic parking and construction traffic management cannot be demonstrated.

4. Climate and sustainability, transport options

Public transport provision is limited, which makes car use the default for commuting and daily trips. The development therefore risks embedding higher car dependency, with associated emissions and further pressure on local roads. This should be weighed against policy aims on sustainable development and transport.

5. Natural environment and hedgerow loss

The established hedgerow along Chapel Road contributes to the rural character of the village and provides habitat value. It also helps reduce runoff, stabilise soils, and protect watercourses. Loss or degradation of this feature would be harmful and should be avoided.

Conclusion

For these reasons I request that Horsham District Council refuses the application. At a minimum, the Council should only consider approval if all of the following are demonstrated and secured through enforceable planning conditions and, where relevant, a binding legal agreement:

- Wastewater and sewerage: written confirmation from the statutory undertaker that there is sufficient network and treatment capacity for the development, or a fully costed and timetabled package of capacity upgrades, completed prior to first occupation, with monitoring and contingency triggers if overflow incidents persist or increase.
- Drainage and flood risk: a detailed, site specific surface water strategy that demonstrates no increase in flood risk on or off site across extreme rainfall scenarios, including exceedance routing, long term maintenance arrangements for SuDS features, and a clear mechanism to ensure drainage infrastructure is delivered early and maintained for the lifetime of the development.
- Highways and access: independent evidence that the access design is safe, that additional traffic will not result in unacceptable congestion or safety risks on Chapel Road, and that construction traffic can be managed without material harm. This should include enforceable construction management measures (routeing, hours, wheel washing, parking controls) and a realistic approach to on street parking impacts near the shop and pub.
- Hedgerows and biodiversity: retention and protection of the Chapel Road hedgerow as a priority, with any unavoidable works minimised and replaced like for like (or better) and secured by a long term management plan. Biodiversity measures should be independently verified, with clear delivery and maintenance responsibilities.
- Sustainable transport: specific measures to reduce car dependency, with commitments that are deliverable in practice, not aspirational. If adequate sustainable transport provision cannot be secured, this should weigh against approval.

If these matters cannot be evidenced and secured in a way that is fully funded, enforceable, and delivered prior to any occupation, the application should be refused.

Yours faithfully,

