

From: Planning@horsham.gov.uk
Sent: 10 August 2026 12:18
To: Planning
Subject: Comments for Planning Application DC/25/2006
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 10/08/2026 12:17 PM [REDACTED]

Application Summary

Address: Land East of 1 To 25 Hayes Lane Slinfold West Sussex

Proposal: Outline application with all matters to be reserved except for access and layout, for the erection of 38no. dwellings, (including 13no. on-site affordable housing units), together with access from Hayes Lane, vehicle and cycle parking, landscaping, open space and play provision, sustainable drainage, and re-alignment of Public Right of Way No.3782, and land for a scout hut and associated parking.

Case Officer: Sam Whitehouse

[Click for further information](#)

Customer Details

Name: [REDACTED]

Email: [REDACTED]

Address: 3 Hayes Lane Slinfold Horsham

Comments Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Reasons for comment:

- Highway Access and Parking
- Other
- Overdevelopment

Comments: Planning Application Reference: DC/25/2006
I am writing as a local resident to register my strong OBJECTION to planning application DC/25/2006 for 38 dwellings and reserved land for a Scout Hut on land east of Hayes Lane, Slinfold.
In my opinion, this proposal represents acute overdevelopment beyond the established rural boundary of the village, creating severe highway safety risks, emergency access hazards, and introducing an unsustainable pattern of car-dependent development.
My main objections are structured around the following material planning considerations:

- Hayes Lane is a designated Quiet Lane and narrow rural corridor dominated by historic

Victorian dwellings that lack off-street driveways and garages, many front gardens being used for parking.

- Existing On-Street Parking: Highway parking opposite and adjacent to the site is already saturated not only during the day, but for spells during mornings and evenings. Parking has been created by residents on the grass verge opposite to create additional spaces.

Residents often have to park in Brick Lane, that is a private road. This is aggravated by visitors to existing residents. I have supplied photos to support this and can supply more.

- Downs Link Visitor Strain: Because the busy Downs Link crosses Hayes Lane at the northern end of the site, visitors, walkers and cyclists routinely take up parking spaces, often for several hours at a time. This means that local residents have to park outside someone else's house.

- Single-Track Bottlenecks: This constant line of parked vehicles effectively reduces Hayes Lane to a prolonged single-track road with few passing places. Positioning the primary junction for 38 homes, possibly with two or more vehicles each, plus the traffic generated by a scout hut directly opposite this heavily parked stretch will cause severe vehicular conflict and gridlock.

- Land for scout hut: Scout Hut will generate heavy, concentrated peak-period drop-off traffic onto an already congested single-track road right next to the Downs Link crossing.

Although probably not planning considerations I feel strongly about the following:

- The current highway capacity is so severely compromised that routine large vehicles such as refuse collection lorries, utility maintenance vehicles, and home delivery vans frequently block Hayes Lane entirely while stopped. The football club entrance is opposite the site, so adding to weekend traffic. Adding baseline daily traffic from 38 households (and associated deliveries/servicing) plus traffic to a scout hut at concentrated times onto an already bottlenecked lane creates a genuine risk of unacceptable response delays for emergency vehicles (fire, ambulance, and police). This will create problems further down the road towards the village, that is also reduced to single file traffic, where there is parking on both sides of the road.

- Slinfold is a rural village with limited employment opportunities, restricted public transport, and minimal everyday services. Constructing 38 market-led dwellings will inherently create a commuter dormitory estate. Future residents will be forced to travel significant distances by private car for work, secondary education, healthcare, and shopping, so increasing the carbon footprint.

- The site lies outside the built-up area boundary of Slinfold and extends beyond the disused railway line (the Downs Link embankment). The railway embankment has historically served as the definitive physical barrier to development on this side of the road, a principle clearly recognised in historical public enquiry decision. Crossing this threshold represents unwarranted urban sprawl into open countryside.

- Local reports (hearsay!) indicate that Horsham District Council previously assessed the site's maximum capacity at 24 dwellings. If correct, raising the yield to 38 dwellings constitutes severe overdevelopment.

- The provision of unfunded land for a Scout Hut provides no guarantee funding can be found to build it, rather it will add to the problems already mentioned.

Conclusion

In my opinion, application DC/25/2006 represents an inappropriate, overcrowded, and car-dependent scheme that breaches the established countryside boundary of the Downs Link, severely compromises highway and emergency vehicle safety on Hayes Lane, and offers speculative community gain to justify overdevelopment.

I urge Horsham District Council to REFUSE this application.

Where did you
hear about this
application?

Not specified

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**



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