

Overview of the clinic

There is a clear and growing need for specialist support for families with neurodiverse children, and the proposed acupuncture clinic directly addresses a gap that currently leaves many parents without accessible help. My service is specifically designed for children with neurodiversity and their carers, offering a gentle, non-invasive approach using ear seeds rather than needles. This makes the treatment far more suitable and comforting for both the child and the parent, particularly for those who may struggle with sensory sensitivities or anxiety.

At present, there is no comparable practitioner offering this type of support anywhere locally, the nearest service is in Birmingham. This means families in our area are either going without help or travelling long distances, which is neither practical nor sustainable. Establishing a local service would provide meaningful, much-needed support to parents who are already navigating significant challenges.

A home-based setting is not only appropriate but beneficial for this client group. Many neurodiverse children find clinical environments overwhelming due to bright lights, unfamiliar smells, and sensory overload. A calm, homely space is far more aligned with their needs and allows them to feel safe, regulated, and able to engage. This is not a high-footfall commercial premises; it is a therapeutic environment intentionally designed to reduce stress and support emotional wellbeing.

Additionally, the operational model significantly limits traffic impact. Initial consultations will take place with the main carer, often over Zoom, meaning fewer in-person visits than a typical clinic. Appointments are one-to-one, pre-booked, and spaced out, ensuring only one vehicle arrives at any given time. This is a low-volume, low-impact service that will not generate the kind of traffic associated with standard commercial activity.

In summary, the proposed clinic fills a genuine gap in local provision, offers a gentle and appropriate therapeutic option for neurodiverse children, and operates in a way that is quiet, controlled, and entirely compatible with a residential setting. It provides a valuable community service while maintaining minimal impact on the surrounding area.

No passing places

The claim that there are no passing places is incorrect, there is a passing place just up from New April Cottage, and vehicles use it routinely, as demonstrated by the photographic evidence provided.

Early morning start and noise

The objection also suggests that a 7 a.m. start would harm residential amenity; however, this is not supported by the established pattern of activity within Furze View, which already accommodates significantly earlier and louder operations than a single, pre-booked client arriving quietly for an acupuncture appointment. Existing activity includes:

- A milk delivery to [REDACTED] between approximately 02:00 and 03:00, involving vehicle movements and turning on the gravel driveway [REDACTED]. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED], all which further reduces any potential sensitivity to occasional, low-impact vehicle movements along the lane.

- Regular early-morning, late-evening (including weekends), and weekend operations at Furze Firs Christmas Tree Farm, including the use of chainsaws, tractors, high-sided trailers, and bright agricultural lighting.
- Low-speed vehicle movements along the lane due to speed bumps, naturally reducing noise impact.
- Routine residential traffic such as school runs and morning commutes.

In addition, the neighbouring property is a Scandia-Hus, a construction type specifically engineered for exceptional noise insulation. Scandia-Hus homes typically include:

- High-performance timber-frame construction
- Thick, airtight wall insulation
- Double-glazed windows
- Specialised acoustic performance designed to minimise external noise intrusion

These homes are known for being extremely quiet inside, even when external noise sources are present. This means that even if the clinic generated noise (which it does not), the Scandia-Hus design would significantly reduce or eliminate any audible impact.

Number of vehicles

The objection claims that the clinic would generate “25 extra vehicles per week, equating to 1,250 vehicles over 50 weeks.” This figure is based on incorrect assumptions and significantly exaggerates the likely impact. When calculated accurately, using standard working-day methodology and the clinic’s actual operating model, the numbers are substantially lower.

A standard working year contains 225 working days once weekends, annual leave, and bank holidays are removed. This equates to 45 working weeks, not 50. Using the assumed calculations from objection of 25 appointments per week:

- 45 weeks × 25 appointments = 1,125 potential appointments

However, this does not reflect the real-world operation of the clinic. Two further reductions apply:

1. 10% of appointments will take place via Zoom

Initial consultations with carers are often conducted online, reducing in-person visits.

- $1,125 - 10\% = 1,012.5$

2. A further 10% reduction for natural no-shows/cancellations

This is standard across all therapeutic and clinical services.

- $1,012.5 - 10\% = 911.25$

Rounded:

■ Approximately 911 in-person appointments per year

This equates to:

$$911 \div 45 \approx 20.25$$

■ Approximately 20 in-person appointments per week

This is a far more realistic and evidence-based figure than stated in the objection's inflated estimate.

Operational reality

- One client at a time
- No overlap
- No drop-ins
- No waiting area
- Pre-booked appointments only
- One vehicle movement at any given moment

This level of activity is modest, controlled, and entirely compatible with a residential setting.

Contextual comparison

The lane already accommodates:

- Early-morning milk deliveries (02:00–03:00)
- Agricultural operations at Furze Firs (chainsaws, tractors, trailers, lighting)
- School-run and commuter traffic
- Low-speed vehicle movements due to speed bumps

Against this backdrop, 20 quiet, spaced-out vehicle movements per week is negligible.

Exiting on to the A264

The objection suggests that exiting Furze View onto the A264 is unsafe and that any increase in vehicle movements would exacerbate congestion at a “very dangerous point.” This assertion does not reflect the current reality of the junction, the existing traffic patterns, or the improvements made in recent years.

1. The A264 speed limit has been reduced, improving safety

The junction where Furze View meets the A264 is now within a **40mph zone**, significantly improving visibility, braking distance, and overall safety. This reduction was implemented specifically to address historic concerns and has materially improved conditions for all road users.

2. High-volume traffic already uses this junction safely

Furze View already accommodates substantial seasonal traffic from Furze Firs Christmas Tree Farm, which operates at a scale far exceeding the modest, one-at-a-time appointments of the proposed clinic.

A conservative calculation of Furze Firs’ traffic demonstrates this clearly:

- 9 Saturdays and Sundays, over 6 weekends prior to Christmas
- 7 booking slots per day (Saturday & Sunday)
- Approximately 30 vehicles per slot

$$9 \times 2 \times 7 \times 30 = 1,890 \text{ vehicles in a space of 6 weeks}$$

This figure does not include weekday traffic, which offsets any quieter slots nearer Christmas. Despite this very high volume, vehicles have consistently entered and exited Furze View without any recorded road traffic accidents.

3. Furze Firs has implemented a one-way system to further reduce lane pressure

Several years ago, Furze Firs installed a rear access track to create a one-way flow:

- Vehicles enter Furze View
- Travel partway up the lane
- Turn into the field via a dedicated gate
- Exit via the rear track, rejoining close to the A264

This system significantly reduces two-way pressure on the single-track lane and demonstrates that the junction can safely accommodate far more intensive use than the proposed clinic.

4. Comparable rural clinics operate safely from single-track lanes

A highly relevant local precedent is the Horsham & Sussex Back Pain Clinic, located at The Gallops, Sedgwick Park, Horsham (RH13 6QQ). This clinic operates in a rural setting, accessed via a single-track lane, which exits directly onto the A281, a major A-road in a 40mph zone, just like Furze View. Importantly, the clinic's access point sits almost directly opposite Doomsday Lane, creating a more complex junction arrangement with vehicles emerging from two rural lanes onto the A281 in close proximity.

Despite these more challenging access characteristics — a single-track lane, a major A-road, and a second lane opposite creating additional turning movements — the Back Pain Clinic has operated safely and successfully for many years without any known highway issues.

This demonstrates that small, appointment-based therapeutic clinics are entirely compatible with rural lanes feeding onto A-roads, even where the access geometry is more complex than at Furze View.

Importantly, the Back Pain Clinic sees three to four patients per hour, which is a significantly higher turnover than the proposed clinic at Furze View. By contrast, my clinic will see:

- One client at a time
- Appointments lasting 45–60 minutes
- A 15-minute reset period between clients
- Resulting in 5–6 clients per full working day

This means the Back Pain Clinic generates three to four times more vehicle movements per hour than my proposed use, yet it functions without congestion, safety concerns, or any adverse impact on the local highway network.

This demonstrates clearly that small, appointment-based therapeutic clinics are entirely compatible with rural lanes feeding onto A-roads, and that the operational model proposed at Furze View is significantly lower-impact than comparable established clinics in the Horsham area.

5. Other nearby businesses operate safely with a single entrance/exit

Furze View is not unique in having a single access point. Several neighbouring businesses, less than ½ a mile operate safely under the same conditions:

- **Five Oaks Fishery**, including a glamping site – in a 60-mph zone
- **Apple Orchard School**, an independent specialist school – in a 60-mph zone
- **Elmhurst Lane Industrial Units**, home to multiple commercial operations – in a 60-mph zone

These uses generate far more traffic than a low-impact, appointment-only therapeutic clinic, yet all operate safely from single access points onto the same road network.

In addition to these nearby operations, it is also relevant that Furze View itself has historically accommodated several small businesses within the lane, all of which operated safely and without any recorded issues relating to traffic, access, or highway safety. One of these was a home hairdresser salon, which was operating prior to Furze Firs installing the one-way system. These previous businesses demonstrate a long-standing pattern of low-impact commercial activity within the lane, and confirm that the proposed therapeutic clinic is entirely consistent with the established character and functioning of the area. The lane has therefore already proven capable of supporting modest business use without creating congestion, safety concerns, or conflict with residential amenity.

6. No evidence supports the claim of vehicles reversing onto the A264

The objection states that vehicles “reverse onto the A264” during busy periods. This is both illegal and not supported by observed reality. Having lived at Furze View for nine years, I have never witnessed a vehicle reversing onto the A264, even during peak Christmas trading when traffic is at its highest.

7. The proposed clinic generates negligible traffic by comparison

The clinic will generate approximately 20 in-person appointments per week, a level of activity that is minimal compared with existing, well-established uses.

Noise

With regards to the concerns about the additional noise and safety, in addition to the seasonal activity associated with Furze Firs, there is already a consistent level of daily operational traffic and noise within Furze View that reflects a mixed and active rural-residential environment. This includes:

- **A log-processing industrial unit located to the rear of the properties**, which operates machinery audible from both gardens.
- **A local tree-surgery business**, whose vehicles—including pick-up trucks and trailers—regularly use the lane to transport and dispose of green waste.
- **Routine agricultural movements**, with tractors frequently accessing the lane for field maintenance and related work.
- **The use of multiple chainsaws in the field opposite [REDACTED]**, as evidenced by photographs taken this week. This activity continued for most of the day and demonstrates the normal, accepted level of operational noise in the immediate vicinity. It is also relevant that the main living accommodation [REDACTED] is predominately located at the rear of the property, away from the lane, and shielded

by hedging next to the house, further reducing any sensitivity to occasional, low-impact vehicle movements associated with the proposed clinic.

- Traffic-calming features along the lane, including six speed bumps and a drainage channel [REDACTED], which naturally restrict vehicle speeds. These features ensure that vehicles cannot and do not travel at excess speed, further supporting the safe and controlled nature of movements within Furze View.

These activities collectively demonstrate that Furze View already accommodates a range of vehicle types, machinery, and operational noise as part of its normal daily character. Against this backdrop, the proposed clinic operating on a strictly one-client-at-a-time basis with modest weekly vehicle movements represents a minimal and proportionate addition to the existing pattern of use.

8. Compatibility with Local Character

The proposed clinic:

- Generates low, predictable, controlled traffic
- Operates quietly and discreetly
- Does not alter the appearance of the property
- Does not create noise, odour, or disturbance
- Aligns with modern expectations for flexible, home-based professional work

In addition, over the past three years of study and clinical training, I have required more than 100 volunteer case studies as part of my qualification process. These volunteers have attended appointments at Furze View throughout this period, generating a level of traffic comparable to, and in some weeks greater than, the traffic associated with the proposed clinic. This activity has taken place without any issues, complaints, or impact on the safe operation of the lane or the A264 junction. This provides clear, real-world evidence that the proposed use is entirely compatible with the existing character and functioning of Furze View.