

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 13 September 2026 18:05:35 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/1186
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 13/09/2026 6:05 PM.

Application Summary

Address:	Land North of Rectory Lane Ashington West Sussex
Proposal:	Outline Application for redevelopment of the site to provide up to 125 dwellings, access, public open space and associated landscaping, drainage and highways infrastructure with all matters reserved except access.
Case Officer:	Sam Whitehouse

[Click for further information](#)

Customer Details

Address: Virginia Cottage London Road Ashington Pulborough West Sussex

Comments Details

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

I strongly object to planning application DC/26/1186 for the development of 125 homes on the land north of Rectory Lane on the basis that it is unsustainable.

Ashington currently has 1114 homes with a further 226 homes agreed in its "made" Neighbourhood Plan. Subsequent to this, a further 74 homes were approved as part of the Horsham District Council's emerging Local Plan (Regulation 19).

To add a further 125 homes to these agreed 300 homes (most of which have not yet been built and none occupied), would be totally unsustainable. A planning application (DC/26/1037) for 65 homes has also recently been submitted as part of the so called "Ashington Northern Cluster". This also needs to be taken into consideration.

This proposed site was assessed by Horsham District Council in December 2023 as part of the Ashington Northern Cluster and in its report, Regulation 19 Site Assessment Report - Part IV Rejected Smaller Sites, HDC stated in its conclusion on page 223 that the collective impact of including this land (the Ashington Northern Cluster) would be "unsustainable in terms of the cumulative impact on local services and infrastructure" and that the development would not be appropriate to the scale and the status of the village. They also concluded that it may have a negative impact on social cohesion and the environmental fabric of the village.

The Horsham Local Plan Sustainable Appraisal (July 2026) (HDCJB13) shows that, under Scenario 1, Ashington have been allocated a large percentage of houses due to unmet needs elsewhere. This requirement for HDC to identify land for housing cannot make the development of the "Ashington Northern Cluster" transform from an unsustainable site (HDC's own conclusion in December 2023) to a sustainable one. Nothing has materially changed since HDC came to its conclusion less than three years ago.

I would also like to make the following comments:

HIGHWAY SAFETY AND TRAFFIC ISSUES

The proposed site will exit onto Rectory Lane. This is a narrow lane with cars parked on both sides east of Meiros Way and affords poor visibility for vehicles using the side roads. At its narrowest point, near to the proposed site entrance, the width of the road is less than 4 metres.

Traffic has been severely disrupted by the volume and size of construction vehicles already using Rectory Lane which have

caused the road surface to break up.

The nursery school on Rectory Lane has restricted parking for drop off and pick up with all attendees having to cross Rectory Lane in the absence of a path on the nursery school side. Any increase in traffic will only increase the danger to children and parents. The 300 homes already agreed must be taken into account when considering the impact of a further 125 homes proposed under DC/26/1186.

It should also be noted that agricultural vehicles regularly use Rectory Lane.

The Rectory Lane junction with London Road is particularly busy with visibility compromised by vehicles parked on both sides of London Road.

The proposer's report estimates that 20% of motorists exiting the site will drive towards Warminghurst. This is extremely unlikely as the road is a dangerous single track road in places with blind bends. Therefore most traffic will travel east towards London Road.

London Road is very busy at times, particularly during rush hour. It is a residential road with some businesses and there are cars parked on both sides in places preventing cars from passing each other. As well as restricting visibility, it also causes hold ups in the traffic. Steyning residents accessing the A24 generally do so via London Road as there is often congestion at Washington roundabout. It is also a shorter route and satellite navigation guides them this way. The traffic from Steyning will be significantly worse when the Glebe Farm development with 265 new homes is built in Steyning. Increased traffic from the 300 approved homes in Ashington must be taken into account as well.

The children's nursery on London Road does not have parking for drop off and pick up. Parents and children have to cross London Road as there is no pavement on the nursery side of London Road. This will become more dangerous with the additional traffic.

PUBLIC TRANSPORT

Ashington has one bus service. It generally runs hourly which is not sufficient for residents to rely on for journeys to and from work. The proposer's Residential Travel Plan refers to this bus service as running "frequently" and that the service "represents a frequent public transport option for future residents". This is not the case. The proposer's offer to improve the bus stop will not change the frequency of this service.

The bus service only runs between north and south and therefore

does not travel directly to Steyning or to Storrington which are where the nearest medical facilities are and where larger shops are. The proposer's reports do not appear to acknowledge this. There are also larger sports and leisure facilities in Steyning and Storrington which cannot be accessed by public transport.

The walk to the Rectory Lane bus stops is estimated in the proposer's reports to be 600 metres and take 3 minutes. Having measured this myself, I can confirm that the walk from the entrance of proposed the site is actually 800 metres and takes, at a good pace, 10 minutes. It will obviously take even longer for those less able, people with young children and pushchairs, etc.

Provisions for cycle parking at Pulborough station are irrelevant. People travelling to London will use Billingshurst or Horsham and it is extremely unlikely that anyone would cycle to Pulborough, Billingshurst or Horsham as the roads are too dangerous. It is very optimistic to assume that many residents travelling to work would rely on the bus to travel to and from Horsham and then catch a train.

The above factors mean that there will be a high prevalence of private vehicle use to access essential facilities and further services. This conflicts with the NPPF priority to reduce reliance on private cars.

ACTIVE TRAVEL

It should be noted that there is only one footpath out of Ashington; this being on the west side of the A24 leading to Washington where traffic is travelling at 70 miles per hour, in places within 3 feet of the pavement. It should also be recognised that Ashington has very limited "everyday services and facilities". The majority of these services and facilities will be outside the village which will frequently require a car as the bus service is limited and the roads are dangerous for cycling.

Also there is no footpath on the east side of London Road between Rectory Lane and Cricketers Close. This is taken up by parked vehicles.

Paths from Rectory Lane towards the primary school, community centre and recreation ground will not be used by pedestrians after dark even with lighting for safety reasons.

Footpath ASH-2067 requires to be made into and maintained as a walkable path whilst more than 50% of this path has a ditch on the west side making it unsuitable for wheelchairs, young children and prams.

All roads out of Ashington are busy and unsafe for cyclists. The

A24 carries a high volume of fast moving traffic and will become even busier with the 300 agreed homes in Ashington, the extra homes in Steyning and, potentially, 2000 new homes in Adversane. Billingshurst Road is also a busy road with recent Ashington Speed Indicator Device data showing 5,000 vehicles movements per day. It is known locally for speeding traffic and the Speed Indicator Device has recorded speeds of 60 and 70 miles per hour. London Road and Hole Street will also become more dangerous. Local residents are not likely to cycle in and out of Ashington. Incentives and travel plans will not make these roads any safer.

The likelihood of a high prevalence of private car use again conflicts with the NPPF priority to reduce reliance on private cars.

EDUCATION

The primary school in Ashington is currently almost at full capacity. The school has land safeguarded in the Ashington Neighbourhood Plan to extend the existing school site. This land was secured for the 226 homes which were proposed in the Neighbourhood Plan only. A further 74 homes have already been approved by HDC which the school may not be able to accommodate.

If even more homes are approved then the primary school will not have capacity for them.

When calculating availability of places at the school for their own site, the proposer's Health Impact Assessment makes no allowance for the fact that Ashington already has 300 agreed new homes which have either not been built or occupied. It uses the current population as its basis. It also does not allow for the fact that Devine Homes have recently submitted a planning application for 65 homes.

There is no land to extend into beyond that agreed in the Ashington Neighbourhood Plan as it is constrained by the boundary of the Land West of Ashington School application (DC/23/0406).

Pupils would have to travel to neighbouring villages (if capacity is available) which again would increase reliance on private cars and increase traffic on the village roads and surrounding roads in conflict with NPPF priority to reduce reliance on private cars.

The report on secondary schools presented by the proposer also does not take into account the agreed 300 new homes in Ashington nor the 265 homes in the Glebe Farm development in Steyning.

Financial payments made by Taylor Wimpey will not make this capacity available if the school cannot accommodate more pupils.

Horsham District Council need to be satisfied that school places will be available for children living in the proposed site as this currently is not the case.

HEALTH AND SOCIAL CARE

Ashington does not have its own medical facility and the two nearest medical facilities are Steyning Health Centre and the Glebe Surgery in Storrington.

The analysis the developer outlines in its Health Impact Assessment report, section "Local GP Surgery Provision" (page 19), is incorrect and cannot be taken as a reasonable assessment of additional GP requirements for this proposed site. It does not take into account the 300 homes in Ashington which are already committed to nor the 265 homes which will be built on the Glebe Farm development in Steyning. The needs of the residents of these homes must take priority over any further proposed developments.

Any financial payments made by Taylor Wimpey will not necessarily translate into capacity for their circa 300 residents if this capacity is not there.

It should also be noted that neither Steyning Health Centre nor the Glebe Surgery in Storrington are directly accessible by public transport from Ashington which will generate more private vehicle use.

RETAIL PROVISION

Ashington has two small retail outlets for everyday provisions namely the Co-op and M&S Simply Food. Parking at the Co-op, which often runs out of everyday necessities, is severely restricted with only 10 spaces outside the shop and 5 in an adjacent lay-by. Some of these are permanently occupied by workers of the Co-op itself, the fish and chip shop and the Estate Agents. Shoppers sometimes park on the pavement causing a problem for nearby residents. Given the distance from the proposed development the reality is that people will tend to drive causing further congestion and traffic at this point on London Road.

M&S is a fuel station shop with limited everyday supplies and many people find it too expensive.

PROPOSED LOCATION

The location proposed is in open countryside outside the village's Built Up Area Boundary as defined in the Ashington Neighbourhood Plan. It is agricultural land divided by established hedgerows and mature trees. Development of this site would permanently change the character of the countryside outside Ashington's Built Up Area Boundary from open countryside to residential. This countryside can never be restored.

BIODIVERSITY

The proposed site is located on open countryside with mature tree lines and species-rich native hedgerows and will be home to many birds, wild animals and insects. There is also a nearby stream, part of Lancing Brook, to the west and north. If DC/26/1186 is approved and this land is developed (and potentially the Devine Homes site), however many of these trees and hedgerows are retained, the loss of habitat and pathways for wildlife would be extremely significant. The noise and disturbance caused by the construction of the sites will displace them. When the homes are in place, the movement and noise from people moving and driving around will deter them from coming back and their pathways will have been destroyed. The resident's cats and dogs will also have an impact. The lights emanating from the homes, the street lights and the cars will deter night animals, insects and bats.

The site is located less than 10 miles from the Arun Valley SPA and Ramsay Site. A Horsham Local Plan Habitats Regulations Assessment for the "Ashington Northern Cluster" (HDCJB12) noted that the area is "sensitive to recreational pressure". It also states that it is "located on greenfield land and ... of a scale that could potentially support functionally linked habitat". This habitat will be lost.

The same report also notes that it is a "precautionary inclusion as habitat potentially suitable for SAC bats". Again this habitat will be lost.

As well as bats there are other protected and notable species such as dormice, slow worms and possibly great crested newts.

In summary, development of this area would result in loss of habitat with significant associated loss of wildlife. Biodiversity would be severely decreased and could not be replaced. The NPPF states that planning policies should minimise impacts on biodiversity, provide measurable net gains and protect irreplaceable habitat.

The significant adverse effect of developing this proposed site is a serious consideration when deciding whether the benefits justify it. It is impossible for Taylor Wimpey to increase biodiversity of the

site when so much is being lost. This conflicts with the NPPF.

EMPLOYMENT

It should be noted that employment opportunities within Ashington are extremely limited. As mentioned earlier, cycling out of Ashington is not an option for the majority of residents due to the busy roads and the bus service is very limited.

The idea to promote car sharing is dubious. For this to be successful requires residents to travel to the same place at the same time for both outbound and inbound journeys. This is therefore unlikely to have any significant impact on the number of residents using their own vehicles.

As with the existing population of Ashington, it is very likely that the majority of residents from the proposed site would drive to work conflicting with the NPPF requirement to reduce reliance on private vehicles.

Kind regards

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**Horsham
District
Council**

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