



**From:** Planning@horsham.gov.uk  
**Sent:** 08 September 2025 16:39  
**To:** Planning  
**Subject:** Comments for Planning Application DC/25/1155

**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 08/09/2025 4:38 PM.

## Application Summary

Address:	Land East of Tilletts Lane Warnham
Proposal:	Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure.
Case Officer:	Nicola Pettifer

[Click for further information](#)

## Customer Details

Address:	Oakridge Knob Hill Warnham
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## Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none"><li>- Design</li><li>- Highway Access and Parking</li><li>- Other</li></ul>
Comments:	<p>I strongly object to this development for the following reasons:</p> <p>1..Highways Safety Non-Compliance with National and Local Policy NPPF (2023), para 111 is explicit: "Development should be refused on highways grounds if there would be an unacceptable impact on highway safety."</p> <p>Manual for Streets (DfT, 2007) and Design Manual for Roads and Bridges (DMRB CD 123, 2020) require that new accesses be sited with sufficient separation from junctions.</p> <p>Drawing No 2024-6645-101 Bright Plan Transport Planning shows no such separation or any provision of safe access, via a path, for residents at Oakridge and Lowood to access the village green, bus stop and into the village. We would, whether walking or cycling, be required to cross a two-way junction without a path on either side.</p>

Drawing No 2024-6645-104 Bright Plan Transport Planning demonstrates the access and egress of an estate car only. There are no detailed plans of access and egress of delivery vehicles or larger vehicles, i.e. oil tankers, which require access to both Oakridge and Lowood.

I can also see no access and egress detail on any of the Bright Plans demonstrating a vehicle leaving Oakridge/Lowood turning right and one leaving the proposed access road turning left. Considering the majority of traffic leaving our property turns right onto Knob Hill, this access should have been examined. I would be interested to understand how, with our access directly abutting the proposed new access road, this can be deemed safe.

Our understanding is that no access should be sited within 10 metres of a junction. This scheme appears to breach that standard.

Waste and refuse and recycling for all 4 properties are placed on the side of the road as a collective, in an area as safe as possible for collection weekly, allowing for minimum obstruction to Knob Hill with the traffic flow. This can be as many as 9 bins. There are no alternative places for this, that can be accessed, safely, by said residents.

Traffic surveys confirm increasing volume and excessive speed, particularly by cut-through drivers to the A29. The development would introduce additional risk of collision, contrary to Policy 40 of the Horsham District Planning Framework (HDPF 2015) and NPPF para 111.

There has also been no consideration to the possibility that vehicles wanting to access the Tilletts Lane entrance will unlikely want to drive through the village, with a 20mph limit and generally congested with cars parked on either side of the road. They are more than likely to drive up Knob Hill to access Tilletts Lane. This potential increase in traffic will not only impact the already sub-standard condition of the road but increase the risk of accidents on an already fundamentally unsafe road.

2. The Warnham Neighbourhood Development Plan (adopted 2019) allocates this site for housing but is explicit on access:

Vehicular access must be from Tilletts Lane.

Threestile Road access limited to pedestrian and cycle use.

WNDP para. 5.13 states:

"Vehicle access would be likely to be a single access from Tilletts Lane. The feasibility of an alternative access from Threestile Road/Knob Hill at the point close to the north-west corner of the site was considered but was not favoured due to the proximity of the accesses to private residences located either side of the proposed road junction."

This was reaffirmed by HDC Senior Planner Eleanor Harman (email, 1 Feb 2022):

The new drawings submitted in this application deviate from the adopted Plan by showing vehicular access to Threestile Road. There has been no consultation on this deviation.

### 3. Unsuitability of Construction Access

The only feasible construction route is via the A24 / School Hill junction, which is geometrically inadequate for HGV manoeuvres. This will create obstruction, congestion and visibility hazards, particularly for vehicles exiting School Hill. Under Section 39 of the Road Traffic Act 1988, the local highway authority has a duty to take steps to reduce accidents. Endorsing construction access here would place the authority in breach of that duty.

### 4. Drainage, Flooding and Highway Deterioration

Knob Hill suffers recurrent edge failure and potholing. This is exacerbated by surface water run-off and inadequate drainage capacity Under NPPF (2023), para 167, development must not increase flood risk elsewhere. The applicant has failed to demonstrate adequate drainage mitigation, instead relying on residents (ourselves included) to clear drains and culverts. This is unsustainable and places further risk on highway safety.

### 5. Procedural Deficiency - Failure of Notification

We received no formal notification despite our boundary directly abutting the proposed road.

Neither have we been consulted on the proposed change to our driveway and the affect this would have on the safety of us as residents.  
Under Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, local planning authorities are obliged to notify adjoining landowners of applications which materially affect their land.

6. Failure of Meaningful Consultation

The NPPF (2023, para 39/40) requires early and meaningful engagement with those affected. At the public consultation in summer 2024, we raised our concerns, all of which are factual. They were neither acknowledged nor addressed in the revised plans, undermining the integrity of the consultation process.

Conclusion

This application must be refused because it is: . Unsafe - highway danger previously recognised by HDC and the Highways Authority.  
. WNDP has been changed without consultation, contrary to law. . Fails to mitigate drainage and flooding impacts. . Has been pursued without proper neighbour notification and consultation.

The Threestile road junction already has poor visibility, with a blind bend on either approach and a narrow carriageway. Accessing our property can often be a game of chance without the added jeopardy of more vehicles joining the road. This problem is only exaggerated should we be on foot or on a bicycle. Therefore I respectfully request that Horsham District Council, take note of these objections and refuse this application, if for nothing else, on the grounds of safety.

Yours faithfully

[Redacted Signature]

Kind regards

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