

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 09 September 2025 15:10:18 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
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 09/09/2025 3:10 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 threestile road Warnham

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none">- Design- Highway Access and Parking
Comments:	<p>As a resident, I contributed/voted on the current Warnham Neighbourhood Development Plan (W NDP), where this site was proposed over the previously strategically allocated site at Bell Road - the proposed site in the previously agreed W NDP.</p> <p>I understand the site changed due to the number of Important Parish Views (IPV) stated within the W NDP for the Bell Road area.</p>

My response to this planning application is on the understanding that the IPV stated within the current WNDP, located on Threestile Road / Knob Hill looking south over the Sussex Weald to the South Downs and Chanctonbury Ring remains valid and the application does not include the potential to build on the 2 fields to the northern elevation of the proposed site, despite these fields being described as within the proposed site and described as "an opportunity for development" in the application.

Any development of these 2 fields would ruin the IPV and fundamentally change the characteristics of the parish which is nestled within a valley and surrounded by rolling green spaces, as so proudly described in our current WNDP.

I support the development of houses in the parish where a need to develop on green belt conservation area can be evidenced. I do not believe that need is evidenced, at time of this application over 400 of 2750 Mowbray homes have already been approved and being built within a 2 mile radius of this application.

I also question whether this application meets the "sustainable grey belt" requirements set out by the UK government as this application does not provide adequate all-season lit footpath access to public transport links.

The proposed site did make sense when producing the WNDP 10 years ago. However, with regret, I strongly object to the current proposed application scheme.

This process has identified the site requires significant investment in existing road infrastructure, the current application does not include the requisite road infrastructure, but proposes a cost-saving road access on Knob Hill which was never proposed in the WNDP.

In my view this new junction is extremely dangerous and puts my family at direct risk of road traffic injury due to our proximity (of no more than 150cms) to this proposed junction.

The proposed application must be re-submitted with the existing proposal of a single Tillets Lane access junction, Tillets Lane increased to 2 way, trees and verges improved to increase safe ambient day time light and visibility splays, an improved junction to Knob Hill / Threestile Road, and most importantly, the 2 dangerous bends in the conservation area need redesigning to accommodate the additional traffic flow safely, without detriment and safety risks being introduced to residents.

The proposal does not provide adequate investment in the community, the village does not need another play area, there is one 400 metres away, the additional parking spaces by the playing field is the only community investment, but would require

height restriction barriers and no overnight camping measures in place to avoid introducing anti-social behaviour.

To address this, I propose the applicant donates the 2 fields to the north of the site, mentioned above, to a community or residents' trust to manage this as a protected green space for the community, perhaps allow investment in wildlife corridors, open public spaces and maybe communal allotments to improve our environmental culture and truly give something back to our village.

Given the Traffic Survey was conducted in low volume summer holiday periods, and additional Transport drawings were published within days of this application's deadline for response, I request a further, independent Traffic and Transport survey is performed to provide all parties with the information required to address major safety concerns.

Supporting data - Transport Study Drawing - 2024-6645-101.

1) The visibility splays for the Estate Car marked with an orange dotted line (no key provided) is incorrect, this splay as shown is calculated on the vehicle being able to see over the verge up to 0.80m from the kerbside, this verge is long grass and over growth often at a height of over 1m. Currently it has to be maintained (as shown in the pics provided in this application) by residents throughout the year to maintain some degree of visibility. Given the dense overgrowth of the verge, the visibility splay must be calculated to the kerb edge, not seeing through long grass

2) The UK recommended proximity of residential access to road junctions is 10m, so I was surprised by WSCC Highways acceptance to this application, where Oakridge/Lowood realigned access enables the new 2-way junction (on an existing sharp bend of gradient >10%) to be a proximity of 150 centimeters at max. This is based on a scaled Highways or Land Registry plan which operates to a tolerance up to 1m. How do residents of these dwellings safely turn left into their properties, we have less than 2m to after the proposed junction to slow, indicate and turn, indicating and slowing prior to the junction is highly likely to cause collision with any right turning traffic and been deemed at fault.

3) The drawing states in the notes, the existing driveways (Oakridge, Lowood & Robinsgreen) will be "realigned", but no further detail is provided and no recalculation of visibility splays and turning circles / access by vehicles has been provided. The Fire Service response has not been based on this information and it is not certain a pumping appliance or a heating oil appliance (needed for these dwellings) will be able to continue to gain access like today.

These 3 responses on one drawings provides evidence that the

cost-saving in this application since the WNDP strategy, puts the safety of my family, the residents of this parish and all road users at risk, it should be rejected on the grounds of safety.

Kind regards

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