

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 23 December 2025 12:27:52 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/25/0629
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 23/12/2025 12:27 PM.

Application Summary

Address:	Former Novartis Site Parsonage Road Horsham West Sussex RH12 5AA
Proposal:	Residential development comprising 206 dwellings and a commercial unit, including the part-demolition and conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimblehurst Road. Car and cycle parking, landscaping and open space and associated works. The replacement of the existing cedar trees at the site (amended proposal)
Case Officer:	Jason Hawkes

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Customer Details

Address:	12 Allcard Close Horsham
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none">- Design- Highway Access and Parking- Overdevelopment
Comments:	I have already submitted an objection to this Application that was published on the Planning Portal on 19 May 2025. My stance as a local resident since 1974 on the Application has not changed but

the scale of recent and fundamental changes made to the Application by Lovell raise many important issues.

At a meeting in the Roffey Millennium Hall on 12 December 2024 Lovell representatives were keen to promote their commitment to the local heritage through their refurbishment of Building 3 (the Clock Tower building). Lovell will have been well aware of the age of Building 3 (1938/1939) and the importance of documenting any structural issues of the building. This formed the basis of Application DC/25/0629.

The report by Arch Associates (23/10/2025) notes that a "visual, non-intrusive inspection of the buildings was undertaken by Hampshire County Council in October 2018 and a separate intrusive investigation was carried out by Constructive Evaluation on behalf of West Sussex County Council, also in 2018"

Later in the Arch Associates report there is this statement "Constructive Evaluation have returned to the building in 2025 to take similar samples to those taken in 2018 to gain an understanding of whether the structure has deteriorated in the intervening period. In addition, intrusive coring and testing of the foundations was undertaken as this was omitted from previous investigations."

This indicates to me that although the refurbishment of Building 3 was a core element of the Application Lovells had not commissioned any detailed assessment of a building constructed to standards and materials in common use in 1938/1939.

In the (undated!) report 'Consideration of Building 3 Paper' Lovell states that

"Following submission of the application, further detailed structural engineer and specialist survey investigations have been undertaken to update existing information. In summary, this concludes that the building is in a very poor condition; the quality of the existing concrete and reinforcement are in severe disrepair, it has degraded further and would need extensive specialist remediation."

I would highlight "Following submission of the application" In other words, it was not until DC/25/0629 was submitted that Lovell commissioned a detailed intrusive structural survey. I find it extremely hard to understand why Lovell did not track the state of Building 3 on a regular basis, given that it was aware of the age of the building and the importance to the delivery of the heritage-focused application.

It is now apparent that not only is the building now completely beyond being able to be refurbished but that Lovell has a very limited understanding of the water table (I'm using this as a generic term) and its consequences. At the on-site meeting on 17 December 2025 it became apparent that Lovell would not be able to assess the impact of the water table on the future of the two buildings until demolition was completed.

The process of demolition will now generate rubble from both Building 36 and the wings of Building 3. In response to a question at the on-site visit on 17 December a Lovell representative commented that a large proportion of the rubble from the

demolished buildings will be used on site to create the foundations on the site for roads and footpaths so will not need to be removed from the site.

However, the type of hard-core used for roads is tightly specified both in content and granularity, especially where a SUDS approach requires a permeable core and surface finish. Hard-core to this specification could not be generated on site.

As a result, there will be a constant stream of heavy tipper trucks entering the site and then leaving fully laden to join the stream of traffic heading towards the level crossing. These slow-moving vehicles will inevitably add to the queue lengths, especially as they will have to be exceptionally careful traversing the railway. Network Rail may well have some concerns.

Only on completion of the demolition will it be possible for Lovell to determine the extent of the work required to alleviate the flooding problems to the satisfaction of the Council, future residents and to the insurance company. It could be that the number of housing units and car park spaces will have to be reduced. Already the use of the basement for a 77- space car park seems unlikely because it has been almost permanently flooded.

If Council confirms the Application without at this time Lovell being in a position to guarantee that it can deliver the specified accommodation and facilities this could create a precedent in planning law for a developer to promise an outcome to gain approval for an Application and deliver something quite different.

Kind regards

Telephone:

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**Horsham
District
Council**

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