

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 30 September 2026 12:01:57 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0954
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 30/09/2026 12:01 PM.

Application Summary

Address:	Land South of Athelstan Way Horsham West Sussex
Proposal:	Residential development for 21no. 1, 2, 3 and 4 bedroom dwellings with associated parking, hard and soft landscaping at Land South of Athelstan Way, Horsham.
Case Officer:	Nicola Pettifer

[Click for further information](#)

Customer Details

Address:	2 Mallow Close Horsham West Sussex
----------	------------------------------------

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Design - Highway Access and Parking - Loss of General Amenity
Comments:	The main objection to this planning application is that the location of The Triangle is on the rural edge of Horsham and that to build here would cause a significant impact on the countryside. In addition: - the cycle parking planned is of sub standard design - I do not agree that The Triangle is in a sustainable location as far

as cycling access is concerned.

- I propose that the connections from the site to bridleway HOR 1670 should be designed for both cycle and pedestrian access.
- There is no evidence that the applicant has used the Active Travel England Planning Application Assessment Toolkit

See further detail below.

Cycle parking: the proposal to provide cycle parking in rear garden sheds is not acceptable. This type of design is neither convenient nor accessible and leads to space conflicts with other storage needs eg garden equipment. This situation fails to align with the need to make cycling attractive and convenient in line with NPPF paragraphs 110, 115 and 117.

The preferred position for secure cycle parking is at the front of properties.

The provision planned for the flats is not clear from the plans. Communal cycle parking provision would be acceptable if it is covered, secure and easy to access.

We ask that these points are included as conditional requirements should the application be accepted.

See for evidence Active Travel England's recent comments on cycle parking for the planning application for the NW of Southwater:

5.0 On Site Facilities

5.1 ... ATE strongly urges that.... cycle parking is provided to the front of properties and/or close to the street either via a garage or separate secure storage area (where properties do not have garages).

5.2 The need for frontage cycle parking provision directly influences house design...(and) needs to inform housing design. The common substandard response is the provision of rear garden sheds. This type of provision is neither convenient nor accessible, resulting in space conflicts between bikes ...and other storage needs and as such do not support everyday cycling, particularly where more than one cycle is desired. This situation fails to align with the need to make cycling attractive and convenient in line with NPPF paragraphs 110, 115 and 117.

Sustainable transport and accessibility:

The Transport Assessment states that 'The site benefits from pedestrian footways along Athelstan Way and cycle access via the local highway network.'

The main cycle access apart from Athelstan Way is via the A281 Brighton Road, which is a very busy road with no cycle infrastructure. It certainly does not meet the five core design

principles and geometric requirements for cycling infrastructure in L T N 1/20: coherent, direct, safe, comfortable and attractive. (See ATE Assessment Toolkit criterion 4).

Based on this I do not agree that The Triangle is in a sustainable location as far as cycling access is concerned.

Access to the bridleway HOR 1670: The plans show two footpath connections to the bridleway - through the car park and at the southern point of the site. As these lead on to a bridleway which permits cycle use I propose that the connections should be designed for both cycle and pedestrian access.

A point for the Planning Officer:

I note that there is no evidence that the applicant has used the Active Travel England Planning Application Assessment Toolkit . It would be very useful if this is used, particularly in regard to cycle parking and to assess local cycling and walking routes.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



**Horsham
District
Council**

Horsham District Council, Alberty House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane E aton