

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 28 August 2026 14:40:10 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/1089
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 28/08/2026 2:40 PM.

Application Summary

Address:	Collyers School 82 Hurst Road Horsham West Sussex RH12 2EJ
Proposal:	Phased development of a Technology Centre consisting of two buildings, associated landscaping, and reconfigured access and parking.
Case Officer:	Alice Johnson

[Click for further information](#)

Customer Details

Address:	11 Hurst Avenue Horsham
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Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Design - Highway Access and Parking - Privacy Light and Noise - Trees and Landscaping
Comments:	Reasons for comment Car park and management plan Security, Light Pollution, Noise, Air Pollution, Number of car parking spaces being close to our border. We are writing to object to the proposed car parking plan at the

College of Richard Collyer.

We reside in Hurst Avenue and our garden borders the college grounds. Whilst we recognise the need to expand due student demand, we have a number of significant concerns regarding the impact the proposed re-location of the car park will have on those of us in Hurst Avenue who border the college, and also the knock-on impact from the proposals to vehicle access to/from Hurst Road.

Security

There is very little mention of security for neighbours who border Collyer's premises. At present when the College is not open (out of hours) the gates to the college car park are open meaning anyone can park there day and night. The carpark is used by park run people on a Saturday; weekend and evening users of the premises for evening classes and sports, including when the sports facilities are used by local clubs.

Security for us has always been a concern and even more so now with the new plans for the road and parking for 144 cars running only 4mts away from our border causing security to be of even greater concern.

4.3.1 of the Car Park Management Plan states "the college already actively manages on-site car parking; no significant plans are proposed to the current arrangements". This is only managed during college times. There is no mention of what security they would give neighbouring properties at any other times.

Whilst it is proposed for visual appearance purposes, to screen the new car park area with trees and fencing, unless there are adequate security safeguards, beyond lighting the area, there will be scope for the car park to be mis-used out of hours thus heightening the risk of anti-social behaviour, nuisance and threats to the security and safety of residents and their property.

For those reasons, we seek firm assurances that access to the car park will be permanently controlled and that appropriate means of achieving this (e.g. keypads, proximity card, fobs, GSM mobile phone access, and remote controls) will be implemented and enforced.

Lighting 5.5

5.5.2 We appreciate the mention of back shields to reduce light pollution however we feel this is not sufficient. 5.54 mentions the use of presence detection being explored. This would be a preferred method of controlling lights at the end of our gardens. We would ask the council to require that this alternative is fully evaluated as an addition to the proposed back shields, otherwise we could have continuous illumination close to our homes and gardens late into the evening for the majority of the college year.

Noise 5.6.1

We do not believe that the plan goes far enough in protecting residents from noise.

We do not consider planting a few trees will protect us from the noise or air pollution from the 144 cars that will driving so close to our boundary and parking at the end of our garden.

Noise report . The final para of the Exec Summary states that "Overall the assessment concludes that the proposed development is capable of meeting the relevant acoustic requirements and, subject to the implementation of the recommendations contained within this report, is not expected to result in significant adverse noise impacts on nearby noise-sensitive receptors".

These noise sensitive receptors were placed in the car park and in the field where the proposed car park is to be. Our property is half way down the Avenue and we hear very little of the cars where they are parked now. This will change considerably if the car park is approved in its present state, we will in fact result in a significant increase in noise.

We do not accept that noise measurement undertaken some distance away from the current car park, coupled with artificial measurements generated by computerised acoustic modelling to simulate noise levels from the new car park, can justifiably lead to the conclusion that nearby residents will experience no significant difference in noise levels. Surely logic suggests that going from no adjacent parking to having long linear parking within a few metres of our homes and back gardens, must result in noticeably increased noise levels. We already know from the College Open Days when cars have been allowed to park on the field that we can hear high levels of noise from those cars so there is every reason to assume this would be the same under these proposals. Therefore, we request that the Council insists that real life comparable noise level monitoring be undertaken in a setting which mirrors the scale, design and proximity of parking to homes and rear gardens.

Emissions from vehicles

Section 4.1 of the Noise Statement document recognises the requirement under HDC Horsham District Planning Framework 2015 to "minimise exposure to and the generation of environmental pollutants...avoid unacceptable harm to the amenity of.....users of nearby property" .

However, there is no discernible reference to potential pollution levels and risks, nor mitigations. We refer again to the recent Open Day when the smell of fumes from cars parked on the field

was noticeably strong from our house and garden . Therefore, we request that the Council insists that the related requirements of its 2015 Planning Framework are addressed.

We appreciate the need for teachers and disabled spaces to park however, for students who travel from 15 miles away (which is going to be reduced to 10 miles) no, we do not think that parking has to be provided. Horsham has a Park and Ride service, buses from this service stop at the Railway Station. Many students from out of town already use buses and the trains, surely using Park & Ride makes sense when we are all trying to use cars less and are encouraged to use public transport whenever possible. For those reasons we think it would be reasonable to require the College to consider fewer spaces than the number being proposed.

Hurst Road Congestion

In the coming years due to new development already approve on Hurst Road more traffic will use what is already a very busy road.

I would ask the council to consider that urban planning achieves the most significant improvements in air quality. Coordinated strategies not only reduce pollution but also deliver, health, climate and economic benefits over time and request that Collyer's provide less car parking spaces.

The plan Collyer's have for a linear car park so close to our boundary will not certainly not deliver health benefits for us its neighbours by bringing 144 cars only 4 metres from our boundaries.

Conclusion

For the reasons set out above, I object to the plans for the proposed re-location of the Collyers car park on the grounds of security, noise, and light and vehicle pollution, and request that each of these is fully and satisfactorily addressed.

Kind regards

Telephone:

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