

[REDACTED]

From: [REDACTED]
Sent: 03 October 2026 09:59
To: Planning
Subject: Planning Application DC/26/0954 - land south of Athelstan Way - objection
Categories: Comments Received

To the Planning Officer

Please note that I have already entered an objection on the planning portal for this application. I have revised the objection as below in order to clarify what I am saying, so please use this email instead for the objection from the Horsham District Cycling Forum.

My objections to Planning Application DC/26/0954 - land south of Athelstan Way are as follows.

1. The location of The Triangle is on the rural edge of Horsham and to build here would cause a significant impact on the countryside.
2. The cycle parking planned is of sub standard design.
3. I do not agree that The Triangle is in a sustainable location as far as cycling access is concerned.
4. There is no evidence that the applicant has used the Active Travel England [Planning Application Assessment Toolkit](#) in preparing the application. I recommend that the applicant is asked to provide further evidence by using the toolkit, particularly in regard to cycle parking and to assess local cycling and walking routes.
5. The connections from the site to bridleway HOR 1670 are designed only for pedestrian access. As bridleways permit cycling these connections should be designed for both cycle and pedestrian access.

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.

See for evidence Active Travel England's recent comments on cycle parking for the planning application for the NW of Southwater DC/26/0366:

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 LTN 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.

If the application is agreed I request the following conditions be added:

1. The cycle parking design is changed to provide secure cycle parking at the front of properties rather than in rear garden sheds.
2. The connections from the site to bridleway HOR 1670 are re-designed for both cycle and pedestrian access.
3. Off-site cycling infrastructure improvements are considered based on evidence gathered from the ATE toolkit.

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