

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 22 July 2026 17:28:20 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0671
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 22/07/2026 5:28 PM.

Application Summary

Address:	Land Off Old Crawley Road Faygate West Sussex
Proposal:	Outline Application for a development of up to 120 dwellings (including 45% affordable) with all matters reserved except for access.
Case Officer:	Sam Whitehouse

[Click for further information](#)

Customer Details

Address:	2 Spinney Close Horsham
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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 - Overdevelopment - Privacy Light and Noise - Trees and Landscaping
Comments:	Proposed Housing Development on Newhouse Farm - planning application North Horsham DC/26//0671 Dear Sir / Madame

We are writing in connection with the above Planning Application to construct 120 houses and ancillary roadworks on part of Newhouse Farm, Old Crawley Road, Horsham. This proposed scheme is essentially a cut down version of a previous Planning Application on behalf of the Farm owners, which was turned down and in our opinion now seeks basically to optimise the potential monetary value of a lesser portion of this Greenfield site.

In reviewing the Councils Planning website there are various documents relating to the layout and design of the proposed development from which we note the following pertinent points;

1. The proposed layout of the Estate is on an existing agricultural field approximating 4.5 hectares, just south east of the Crawley Road / Old Crawley Road junction.
2. The proximity of this new Estate if constructed, would be on the slope facing towards the A264 being less than 100 m away in places.
3. The development would have a new road connection on its western side to the existing Crawley Road and this would serve the housing estate via a tarmac road layout connecting onto supposedly permeable paved areas in the vicinity of or leading to the new houses and their related parking areas.
4. This new road connection according the Road Safety Audit information, is intended to be a traffic signalled junction complete with bollard islands also serving as pedestrian crossing points with enhanced footways etc. to accommodate the assessed 445 traffic movements per day on and off the development.
5. The arrangement of the Estate, as set out on the schemes Drainage Strategy Layout, is over the existing agricultural field which rises approximately 6 m from the road connection. Thus all of the surface water drainage design utilises a system of permeable paving, shallow swales, a large detention basin and hydro brake limited discharge into the existing ditch system alongside Old Crawley Road.
6. Presumably a foul drainage system design would incorporate collection to a final chamber and then its discharge off the site and connection to a suitable point on the local network leading to a sewage works, but on this point, no plans have been discovered by us to date, showing intent.
7. Similarly, a significant Mains water supply, HV Electrical supply, Gas main and Fibre optic cabling would all be required for the estate and most likely this with the above foul drainage discharge, will lead to very intrusive Utility works and potential reinforcement of existing systems at some distance from the proposed estate.
8. This stand-alone housing application appears bereft of any amenities beyond parking areas for its intended population.

With respect to the above factors, we hereby request that this application be rejected for the following reasons using the same nomenclature;

1 - The potential change of use from farmland to a housing estate in this proposal is contrary to many national and local planning policies; notwithstanding the protection of the High Weald from inappropriate development as this would cause harm and offers no extenuating circumstances, given the high volume of other ongoing housing developments in the local area. In addition there are many obvious detrimental factors on the local areas ecology notwithstanding;

- Loss of natural habitat for local wildlife from insects, pollinators, small mammal's right through to deer and numerous species of birds and bats etc. all in local decline.
- Loss of amenity to the local population in a reduction of natural vistas when out walking in this High Weald National Landscape and its fresh air open space benefits especially when utilising local footpaths etc.
- Further light pollution into the natural environment and negation of any dark skies objectives by emittance's such as road connection vehicular lights, street lighting and that emitting from the windows of its 120 housing units.
- Local noise pollution of vehicles plus from probably air sourced heat pumps, being a low background noise of long duration nuisance particularly in summer if used for water heating and potential space cooling.
- Local air pollution from increased traffic movements on the estate and transit points.

2 - As long term residents in the area since 1979, we are fully aware of the impact from the construction of the North Horsham Bypass and the as then, promises to maintain the strategic gap from this primary road to Crawley and upon the subsequent infill housing development of Earles Meadow and then further afield, the developments at Faygate, Kilnwood Vale and the large Rusper Road / Mowbray estates, all being within this Strategic Gap and progressive loss of natural environments etc. This also demonstrates that there are numerous housing developments in the area, especially with those ongoing at the south western side of Horsham and negates the need for another one especially as proposed on a greenfield and thus non-designated site for local housing.

After the coming of the by-pass, and our house being approximately 250 m from this road, it was very noticeable how much consequential traffic noise was generated in comparison with the former Crawley Road route and that this is still increasing. Weekend coast bound motorbike group outings, are a particular nuisance.

It appears to us that in general current LA planning policy and its application / consent strategy takes virtually no account of the significant noise nuisance of fast roads relative to new and even existing residential properties, as witnessed by the construction of

new developments as above, on the North side of Horsham. This is only slightly mitigated by a speed reduction on the A264 from 70 to 50 mph for the new Mowbray development, however, for some reason the speed reduction was not continued eastwards up to the Moorhead roundabout, wherein existing adjacent housing residents such as in Earles Meadow and Lambs Farm Estate, would have benefitted if the same criteria assessment had been applied along this roadway.

With respect to this current Planning Application location, overlooking the roundabout, any residents therein, would suffer from significant traffic noise as vehicles brake from up to 70 mph travelling westwards at the approach to Moorhead Roundabout and accelerate from the same eastwards or westwards. There are no viable acoustic mitigation measures given the topography and the sloping site. In our view, any housing development application within 500 m of a trunk road should be rejected purely on noise pollution to likely residents. This proposal is yet just another example of the total failure of this most basic human need, of quite enjoyment of ones dwelling space, especially in summer when windows need to be opened for ventilation. Moreover new EMV's still exhibit significant road tyre noise at speed.

3 - As local residents, we are already suffering significant peak time traffic congestion out of Crawley Road onto the A264, via the Moorhead Roundabout. At some recent times, periodic roadworks have reduced the available lanes up to and around the roundabout, creating potential chaos for anyone especially if tight for time. This is exacerbated by the cyclical northerly traffic flow from the Roffey traffic lights (Forest Road crossroad) adding to problems for exiting Lambs Farm Road onto Crawley Road, with significant tailbacks in the vicinity.

Therefore a new road connection off the Crawley road east side, as set out in the scheme drawings would be a very unwelcome addition, both in terms of its construction stage disruption and operation thereafter. Especially in the former case where it is not designed as per the swept path analysis, referred to in the RSA document, to accommodate an articulated lorry, very common with plant and material deliveries. Such additional large truck movements would most likely create potential gridlock situations on an already congested roadway.

4 - It is apparent that the above design has been reviewed in respect of the post construction stage by the number of likely increased road traffic easterly arm movements (445 per day) and that the mitigation is to create a traffic light signalled junction to also incorporate a Toucan Crossing for pedestrians. This plus its bollard islands would be located just south of the Old Crawley Road connection, which often already suffers from transit movements at peak times, and in the case of roadwork perturbation at the Moorhead roundabout or beyond, becomes a

local rat run westwards from its rather narrow connection off the A264.

This new signal controlled junction would be a great impediment to already peak congested flows plus its new right hand filter lane on the northbound section is probably far too short at only one or maximum two cars length, and may create a further blockage to northbound vehicles on Crawley Road and thus be a token design effort at best, given the very restricted road space available. Potentially and typically on peak hours / School runs, this spacial allowance may fail. Moreover southbound vehicles from the A264 are likely to tail back at peak times from the new traffic lights at and beyond the roundabout and potentially create a significant safety risk to road users, given the A264's high speed limit!

We note that specifically within the following extract from the Pollution / air quality report it states;

The proposed development is not anticipated to result in a significant increase in AADT. The scheme is predicted to generate a net increase of 445 AADT, with approximately 219 vehicle trips distributed to the north of the site and 226 to the south of the site access. On this basis, the development is not expected to give rise to any significant additional traffic related emissions on the local road network.

This statement does not appear to address the additional dwell time of the already significant peak traffic flows that will be created by the introduction of traffic signals and specifically engine tick over in all waiting vehicles using the Crawley Road, plus those departing the Old Crawley Road, or Earles Meadow southwards.

5 - The arrangement of the Estate, as set out on the schemes Drainage Strategy Layout, being on the north facing slope of approximately 6 m rise is to be overlaid on a field which already is prone to creating flooding on the Old Crawley Road, as we often observe when out walking most notably in the winter / spring seasons. Accordingly the presumption that natural percolation of a more dense area of partial porous and hard surfacing set out on the plans, plus the creation of a modest detention basin, is highly optimistic as a necessary robust solution, being a comment already made by one of the expert respondents on behalf of the LA. Moreover as the permeable paved areas are described at 750 mm thick, this could also lead to significant earthworks challenges and may prove to be unviable, technically and economically. Any fuel or oil leakage from the vehicles on this estate in the permeable paved areas, would result in direct pollution into the ground strata below as not collected via any interceptor chamber or similar, usually required on modern developments, albeit with normal road paving.

6 - As the development would require a foul drainage system

design for the 120 houses, it is likely that this would require discharge off the site and final connection to a suitable point on the local network leading to a sewage works, but on this point, no plans have yet been discovered by us to date, showing intent. Such works require appropriate capacity in the local foul sewer system and treatment plant and often create significant piped connections being laid in roadways for gravity or pumped drainage all of which may not be viable, without major local disruption. Given the current housing development's north and south west of Horsham, this addition may lead to further issues of correctly treating waste water by an already stretched Southern Water and could lead to aggregated further potential unplanned discharges into local watercourses.

7- The proposed estate would require extensive new offsite Utility works to serve its residents namely: Water main, HV Electrical supply Gas main and Fibre optic cabling and potential reinforcement of existing systems at some distance from the proposed estate, and most likely these with the above foul drainage discharge, will lead to very intrusive and consequential major disruption of highways and road users within the locality. Typically on a single carriageway road, this entails temporary traffic lights and alternate direction road use, back to the point of the utility services origin, which may be several hundred meters distance, exacerbating this already problematic section of road at peak and normal times.

8 - There are no planned amenities beyond parking spaces, which may be insufficient and possibly lack adequate electrical charge point locations for its intended number of residents. This local population addition will create further strain on already stretched local services, notably Educational capacity, GP Services, Dentistry, Healthcare, Social Welfare etc. Its location and size would not even justify an additional bus stop, being impracticable given the road layout constraints.

In summary, there are a whole myriad of reasons why this scheme should be rejected and many first rate letters have been uploaded to the Planning portal expounding numerous points on the same or similar basis that we also fully support. Moreover the housing developments on sites elsewhere in and around Horsham already achieves a reasonable planned increase in local housing stock, so a further 120 homes are beyond the local requirement. There is certainly no case to build them in the protected High Weald National Landscape, which would be detrimental to its ecology and highly disruptive to the local community and its already stretched infrastructure and available amenities. If the land is not intended for farming in the future, then perhaps it could be enhanced with selected tree planting and potentially re-wilding to some degree.

Kind regards

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