

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 09 May 2026 09:44:16 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0530
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 09/05/2026 9:44 AM.

Application Summary

Address:	Land at Hornbrook Farm Brighton Road West Sussex
Proposal:	Outline planning application for up to 180 dwellings, open space and associated works and infrastructure with all matters reserved apart from access.
Case Officer:	Nicola Pettifer

[Click for further information](#)

Customer Details

Address:	76 Chanctonbury Road Burgess Hill
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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 - Overdevelopment
Comments:	I am writing to object to this application as someone who regularly visits Horsham and frequently uses both Brighton Road and Doomsday Lane. My primary concern is that the application fails to demonstrate safe, direct and convenient pedestrian connectivity between the proposed development and the existing community, particularly in

relation to routes to the local primary and secondary schools.

The proposed pedestrian strategy appears heavily reliant on a single crossing point on Brighton Road as the principal formal pedestrian connection into Horsham. Residents would then be required to walk alongside the main road and cross again to access routes towards schools and other key local facilities. In practice, this does not appear to represent a logical, attractive or convenient pedestrian route for everyday journeys.

The most direct and natural pedestrian desire line into the existing community and towards the schools is clearly via Doomsday Lane. However, Doomsday Lane is a narrow, banked route with no footway provision and is regularly used as a rat run by vehicles. In its current form it is unsuitable and unsafe for pedestrian use, particularly for children travelling to and from school.

Because this route represents the obvious and most direct desire line, it is highly likely that pedestrians would attempt to use it despite the associated safety risks. This raises significant concern that the application has failed to adequately consider real-world pedestrian behaviour and movement patterns.

The site also appears physically severed from the existing urban area, being effectively constrained by major roads and the brook corridor. As a result, the development does not appear to integrate naturally with the surrounding community and instead risks functioning as an isolated and car-dependent enclave.

For a development of this scale, reliance on a single formal pedestrian crossing as the primary point of connectivity does not appear consistent with the principles of sustainable transport or good placemaking.

It appears that creating a safe and appropriate pedestrian connection via Doomsday Lane would require more substantial civil engineering and infrastructure works, but these do not appear to have been pursued within the current proposals. Instead, the application appears to rely on a more limited mitigation approach which prioritises technical compliance over genuinely safe, convenient and integrated pedestrian connectivity.

As someone familiar with the area, I do not believe the proposed pedestrian arrangements would encourage meaningful modal shift away from private car use. Instead, I believe the scheme would either:

- encourage unsafe pedestrian movements along Doomsday Lane and across Brighton Road, or
 - increase reliance on cars for school journeys and local trips.
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Either outcome fundamentally undermines the sustainability credentials of the development.

I am also concerned that the scale and intensity of development now proposed appears significantly greater than the level originally associated with the site through the Local Plan process, despite the acknowledged infrastructure and accessibility constraints affecting the site.

For these reasons, I object to the application.

Kind regards

Telephone:

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