

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 06 May 2026 20:36:35 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 06/05/2026 8:36 PM.

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:	50 Finians Field Barns Green 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:	I strongly object to this outline application for 180 dwellings on this greenfield site. 1. Harm to a Valued Rural Landscape (Contrary to NPPF

Paragraph 180)

These three fields form an open, undeveloped rural gap between Horsham and the surrounding countryside. They possess genuine time depth as an agricultural landscape, a factor that planning inspectors have repeatedly recognised as making a landscape "valued" under the National Planning Policy Framework.

The proposal conflicts directly with NPPF Paragraph 180, which mandates that planning decisions should protect and enhance valued landscapes and recognise "the intrinsic character and beauty of the countryside" as a material consideration.

In two recent appeal decisions: Land East of Knowle Lane, Cranleigh (162 dwellings refused on landscape harm grounds) and a Lancashire case where harm to a valued landscape was deemed "decisive" inspectors have ruled that such harm is sufficient for refusal even where the council cannot demonstrate a five-year housing supply. This proposal would cause equivalent harm.

The development also violates Horsham District Council's Strategic Policy 15 (Settlement Coalescence) , which specifically protects green gaps between Horsham and surrounding rural areas, preventing the merging of separate settlements. These fields are precisely such a green gap.

2. Unsustainable Location and Unacceptable Traffic Impact (Contrary to NPPF Paragraphs 109-112)

Doomsday Lane is a narrow residential road wholly unsuited to 180 dwellings generating potentially 1,000+ daily vehicle trips. Brighton Road already suffers peak congestion, especially near Hilliers Garden Centre.

NPPF Paragraph 109 requires that the environmental impacts of traffic and transport infrastructure be considered, including opportunities for net environmental gains. Paragraph 110 demands that significant development be focused on sustainable locations with a genuine choice of transport modes, defined as locations within reasonable walking distance of frequent public transport, cycle networks, and local services.

This site fails that test entirely. It is poorly served by public transport, meaning occupants would be car-dependent by location. This is a recognised ground for refusal used successfully by local highway authorities across the country.

The applicant has not demonstrated that the junctions can safely absorb this additional traffic. Increased speeds, rat-running, and danger to pedestrians and cyclists are inevitable.

3. Air Quality and Cumulative Impacts (Contrary to NPPF Paragraphs 174 and 186)

NPPF Paragraph 174 requires preventing development from contributing to unacceptable levels of air pollution. Paragraph 186 requires considering cumulative impacts from individual sites on air quality.

The additional 1,000+ daily vehicle movements would worsen local air quality, directly contrary to both paragraphs.

4. Climate Commitments and Water Neutrality (Contrary to Council's Own Declared Policies)

Horsham District Council has declared a commitment to becoming a net zero district by 2050. Its Council Plan for 2025-2026 specifically commits to "deliver a Local Plan which sets higher environmental standards including net zero building, green gaps and addressing water neutrality."

Approving this car-dependent greenfield development, with its inevitable high carbon emissions from 1,000+ daily vehicle trips and permanent loss of a green gap, would directly undermine the Council's own declared strategy and stated objectives.

5. Premature Outline Application (Reserving Critical Matters)

This is an outline application with all matters reserved apart from access. That means layout, scale, appearance, landscaping, and drainage have not been properly assessed or consulted upon.

Permanent loss of permeable green fields will increase surface water runoff and flood risk downstream, a matter not addressed. The site is not sustainably located, yet the sustainability appraisal for the site layout is reserved for a later stage. Granting outline permission would approve the principle of development before any of these critical details are scrutinised.

This is the opposite of the sequential, plan-led approach required by the NPPF.

Conclusion

For all the above reasons: harm to a valued rural landscape, conflict with NPPF Paragraphs 109-112, 174, 180 and 186, violation of Horsham DC's Strategic Policy 15, contradiction of the Council's own net zero commitments, and the premature nature of this outline application, I urge the Council to refuse this application outright.

Kind regards

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