

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 30 April 2026 20:16:57 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 30/04/2026 8:16 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:	2 Dickins Way 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 - Overdevelopment
Comments:	I write to formally object to the above application. 1. Unsustainable Location and Reliance on Unsafe Pedestrian Routes The proposed development relies heavily on pedestrian access to Horsham town and local services. However, the submitted plans

indicate that this access is dependent on crossing a busy main road, walking along it, and then crossing again to reach key routes into the town.

In practice, this creates an indirect and inconvenient route that is unlikely to be used regularly by residents. The development therefore risks becoming car-dependent, contrary to the objectives of the National Planning Policy Framework (NPPF), which requires developments to prioritise walking and provide safe and suitable access for all users.

2. Pedestrian Safety - Route to Town and Primary School

The proposed route into Horsham includes a crossing of a principal road, followed by a second crossing to access a twitten that provides a route towards local facilities, including the primary school.

This raises significant concerns:

- * The route requires multiple crossings of a busy main road
- * The crossing point leading to the twitten is currently perceived as unsafe
- * This route is likely to be used by children travelling to and from school

The alternative, more direct route is along a banked road used as a rat run, which:

- * Has no pavement/footway provision
- * Is unsuitable and unsafe for pedestrian use

As a result, there is no clearly demonstrated safe, direct and convenient pedestrian route between the development and key destinations.

In reality:

- * Parents are unlikely to allow children to walk independently
- * Residents are likely to rely on cars
- * There is a risk of unsafe or informal crossings

This fundamentally undermines the sustainability of the site.

3. Severance Caused by the Main Road

The adjacent main road represents a significant physical and psychological barrier (severance).

While the application proposes a crossing, there is insufficient evidence that:

- * It aligns with natural pedestrian desire lines
- * It provides a convenient and attractive route in practice
- * It adequately mitigates the barrier effect of the road

Without overcoming this severance, the development cannot function as a genuinely integrated and walkable extension to Horsham.

4. Over-Reliance on Minimal Infrastructure

The application appears to rely on a minimal intervention (a crossing point) to address a fundamental constraint of the site.

There is limited evidence within the submitted documentation that:

- * Pedestrian movement has been designed around how people actually behave
- * The proposed routes are attractive or convenient for everyday use
- * A comprehensive and integrated movement strategy has been developed

This suggests a "tick-box" approach to compliance rather than a robust solution.

5. Cost-Minimised Approach to Design

The applicant, Jaynic Property, states publicly that its approach is to align with landowners to maximise financial return.

While this is understandable commercially, the proposals submitted appear consistent with a cost-minimised approach, particularly in relation to pedestrian infrastructure.

The solution presented does not appear to represent the optimal or most appropriate response to the site's constraints, raising concern that viability considerations have taken precedence over delivering a safe and sustainable development.

6. Prematurity in the Context of the Local Plan

The application is being considered while the Local Plan for Horsham is undergoing re-examination, including matters relating to housing distribution and site allocation.

Approving this application at this stage would be premature because:

- * Strategic decisions on where development should be located are not yet finalised
 - * The suitability of sites is being assessed through the plan-making process
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Granting permission now risks pre-empting this plan-led approach.

7. Increased Traffic and Pressure on Infrastructure

Given the likely reliance on private vehicles, the development would:

- * Increase traffic on the local road network
- * Add pressure to already constrained infrastructure

There is insufficient evidence that sustainable transport options will be realistically adopted, further exacerbating these impacts.

8. Impact on Countryside and Settlement Edge

The site represents greenfield land on the edge of Horsham. The proposal would result in:

- * Expansion of the built area into the countryside
- * Harm to the character of the settlement edge

At outline stage, there is limited information on how these impacts would be mitigated.

Conclusion

In summary, the application fails to demonstrate that:

- * Safe, direct and convenient pedestrian access can be achieved in practice
- * The development would function as a genuinely sustainable extension to Horsham
- * The proposed infrastructure is sufficient to overcome the constraints of the site

The development's reliance on crossing a busy main road for everyday journeys - particularly for school access - is a fundamental issue that has not been adequately addressed.

For these reasons, I respectfully request that the application be refused.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



Horsham District Council, Alberty House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton