

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 25 May 2026 18:50:03 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 25/05/2026 6:50 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:	1 Comptons Mead Comptons Lane Horsham
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Other - Overdevelopment
Comments:	I have several concerns re: planning permission for new housing development on Hornbrook Farm. GENUINE PEDESTRIAN/CYCLING CONNECTIVITY CONCERNS According to your own assessments distance of 1.6km is seen as

genuinely walkable. Most of the amenities and transport are outside of that range as are all the local schools. The distance is bikeable, however the assessments make it clear that this is not a realistic option for many due to the road being unlit, busy and narrow with 40mph speedlimit on Brighton Road.

Indeed based on the assessments made by yourselves, it is recommended that Brighton Road should have a physical separation with verge for cyclists and Doomsday Lane should have a cycle lane. Neither are currently present and realistically people who would live in this development would not cycle as it would be too dangerous.

This will mean there will be more car usage pushing more traffic onto the roads. It is not desirable nor is it aligned with WSCC goals for sustainable travel. Travel Plan potentially giving out vouchers for residents to buy bikes is not going to encourage genuine cycling to amenities - safer infrastructure will.

HIGHWAY CAPACITY ASSESSMENT TOO LIMITED

The highway capacity assessment that was conducted over 7-day period is too limited to give a full picture what the traffic would look like should this development go ahead;

1. The assessment only measured Brighton Road and expects traffic to just disperse onwards. This is not reality particularly for St Leonard's Road / Comptons Lane. It's already a busy road with locals turning there (36% of cars based on traffic survey) to avoid going through Horsham town centre, but also it is extremely busy already, as there are four schools within a square mile of each other. There are over 2600 children as well as staff making school journeys every single day.

For this reason this is completely unique area in Horsham and it's very important that it is recognised as such. It's vital that St Leonard's and Comptons Lane are assessed whether the highway capacity can withhold an increase in traffic that would be inevitable should the development plans go ahead as they are.

I would also like to point out that one of the schools is a special school with many children being transported in, meaning that many mini-buses service the school as dual site. This causes blind spots for crossings and long daily traffic queuing along Comptons Lane. Similarly there are many coaches and buses that travel the route servicing both secondary schools.

2. Highway capacity assessment should also include school pick up time to take a comprehensive view of the area. Four schools drive traffic around 14.30 - 15.30 time period. The assessment only measured PM peak to be 17-18 when the roads around the area are quieter.

ROAD SAFETY CONCERNS

The suggested route from the development to nearest primary school Heron Way using safest crossing points is 2.1km from centre of development which is outside genuine walkability. The route also consists of walking on narrow (1.25m width in places) unlit footpath that also has a verge and a deep drop with only small railing that will not help should a child fall down.

The assessment recorded that 35.8% of cars speed over the 40mph speedlimit on Brighton Road and with the road being so narrow, larger vehicles like buses, vans and lorries have their wingmirrors over the pavement. It is a deeply uncomfortable walk and one that most people will not do daily especially with small children.

The route also has some difficult crossings such as Kerves Lane and St Leonard's Road. Both are extremely busy during school hours and neither have safe crossing provisions.

There is meant to be a patrol person deployed during school hours on St Leonard's Road / Comptons Lane mini-roundabout. The assessment for the patrol person was made several years ago and it met the national criteria for one, however the vacancy has never been filled. This crossing would add to the already long suggested route and therefore would not be viable option to cross St Leonard's Road safely, but it illustrates that St Leonard's Road crossing should have more safety provisions, something that WSCC is already failing for years to provide for the local neighbourhood.

There are many more existing road safety issues for pedestrians and cyclists in Oakhill area. This is why many parents with primary school aged children choose to drive instead, causing a lot of traffic. It is also one of the reasons why the statistics don't show that many pedestrian or cyclist accidents. Many near misses or smaller accidents are not reported. Please do not take this that there are no road safety concerns in the area for pedestrians and cyclists.

Traffic around Heron Way is so bad that they have had to ask parents to use courtesy one way system to try mitigate the issue. Parking is also a huge problem from inconvenient to dangerous solutions adopted by some parents. There are many complaints by local residents to schools already taking time and resources away from the school to focus on education.

The alternative routes (crossing early on Brighton Road to access PROW or Sandeman Way or going around Doomsday Lane/Hammerpond) are even more dangerous with some parents reporting wing mirrors clipping arms etc, but in reality parents in a

hurry or children on their first independent journeys will take these risks and this will lead to very serious or potentially even fatal accidents. This is avoidable with better and thoughtful planning.

Oakhill area is very busy during school hours and not taking the local infrastructure that is already struggling into consideration and creating a housing development that will generate hundreds of car journeys a day causing potentially roads that are beyond their capacity surely is not the vision for Horsham planning.

Secondary aged children have taken the matter in their own hands and you can see a small track on the grass verge along Comptons Lane (attached) where they use it as unofficial cycle lane. I applaud that they can recognise that they are not safe amongst the traffic and choose to go up and down the grass verges avoiding traffic and pedestrians. But surely we can create a better and safer solution for Horsham kids that are already on their bikes?

This is an opportunity to modernise and transform the area to be more pedestrian and cyclist friendly supporting WSCC goal to promote more sustainable transport modes and ensure that over 2600 children are safe on their daily journeys, some will be always navigating the roads independently for the first time. This cannot be done blindly and I urge you to conduct a more comprehensive highway capacity assessment that include the key roads St Leonard's and Comptons Lane and school drop off and pick up times. To promote walking and cycling in a real meaningful way starts with safety.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

I have not seen any plans or conditions to manage construction traffic. If the development goes ahead please have a construction traffic management plan in place requesting no HGV'S during school hours and to avoid St Leonard's / Comptons Lane to ensure school children safety.

ENGAGEMENT FROM LOCAL KEY PERSONNEL

This planning permission application is too rushed through as key personnel and stakeholders have not been consulted on impact of this application. It is deeply concerning that WSCC has not even informed the local primary school head master or local nursery manager, let alone sought their engagement or expertise that they both hold on the area and their respective organisations.

They have key insights how a new housing development would impact the primary school and the nursery. By-passing such key personnel is not transparent or prudent process and doesn't utilise their years of expertise. I urge you to consult with head masters of all four schools and Horsham Montessori in a meaningful way to

avoid any issues and problems in the future.

Furthermore there are two care homes in the area driving increased traffic and vulnerable and elderly road users.

Similarly during the short consultation timeframe we have had local elections and the people who are responsible for key provisions like 'children, young people and learning' or 'highways and transport' have only been holding their position a matter of days. This also by-passes a critical element of democratic process and erodes public trust in governing bodies.

PRIMARY SCHOOL CAPACITY

I was surprised to learn that no assessment has been made how a development this size would have on local school capacity when I asked the question in Forest ward meeting. Since then I have done some research.

If the development was to be granted to go ahead as is and we use national average set by government to calculate (0.25 primary aged children/household) then the schooling needs would be $180 \times 0.25 = 45$ primary school aged children. On average this would mean 6-7 children for each year intake. Whilst Heron Way has taken children out of catchment before, it is not at this level.

This will then mean that children that live at the edge of the catchment will not be able to get into their local primary school. And indeed as Kingslea is oversubscribed it will push families to accept school places on the other side of town. This has already happened at least in Sep 22' intake. The last few years have been low birth years (due to effects of Covid) and skew the statistics.

Furthermore the Oakhill area is changing and older homeowners are either passing away or downsizing with more families moving to the area. It is vital that this matter is assessed fully before ending up in a situation where children are having to be taken across town to schools that may have spaces.

IN CONCLUSION

Please consider

- This development is not genuinely connected to Horsham and not walkable/cyclable for most people
 - Key roads in the neighbourhood have not been assessed to ensure they have capacity for increased traffic in peak school times
 - Road safety concerns for over 2600 children within less than a square mile on existing infrastructure, more traffic making it worse
 - Parking issues around schools made even worse
 - No construction traffic management plan
 - Local key stakeholders such as headmasters and nursery
-

manager along with new councillors not consulted or engaged in the plans by-passing democratic element of the process and losing expertise

- Primary school capacity has not been assessed to ensure children living in the edge of catchment are able to attend their local school

This planning application has many concerns across different areas and they should be considered carefully to avoid issues that are not compatible with WSCC vision or goals for modern infrastructure and sustainable travel. Worse yet it may result in serious injuries or fatalities to youngest members of our society.

These matters need to be assessed thoroughly and planned properly with local stakeholders represented and therefore I object to the current planning application.

Kind regards

Telephone:

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**Horsham
District
Council**

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