

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 08 May 2026 13:35:36 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 08/05/2026 1:35 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:	12 Athelstan Way 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 - Overdevelopment - Trees and Landscaping
Comments:	FORMAL OBJECTION TO PLANNING APPLICATION DC/26/0530 Land at Hornbrook Farm, Brighton Road, Horsham I wish to raise a formal objection to planning application DC/26/0530, an outline application for up to 180 dwellings with associated open space and infrastructure, with all matters

reserved except access.

While I acknowledge the recognised need for new housing within the district, planning policy requires that such development is delivered in sustainable locations, supported by adequate infrastructure and without giving rise to unacceptable harm. In my view, this proposal fails to meet those tests for the reasons set out below.

Unsustainable and Unallocated Location

The application site lies outside the defined built-up area and is not allocated for residential development. The proposal represents a substantial incursion into open countryside and would extend the settlement edge in an unsustainable manner. The location does not support sustainable patterns of development, relying heavily on private car use and offering limited access to employment, secondary education, healthcare and higher-frequency public transport.

Granting permission in this location would undermine plan-led growth and prejudice the proper consideration of strategic housing locations through the development plan process.

Landscape Harm and Loss of Rural Character

The site forms part of an important rural gateway on the approach to Horsham along the Brighton Road corridor. Development at the proposed scale would result in the permanent urbanisation of open farmland, erosion of countryside character, and loss of settlement separation.

No assessment has been provided that demonstrates that the landscape and visual impacts of up to 180 dwellings can be satisfactorily mitigated. Given the scale of development proposed, the harm arises from the quantum and location of development itself, not merely from detailed design matters that could be resolved later.

Water Neutrality and Environmental Constraints

The application fails to demonstrate a secured and deliverable solution to water neutrality, an issue of critical importance within the Sussex North Water Resource Zone. No specific offset strategy or lawful mitigation has been identified or secured. Water neutrality is not a matter that can be deferred or addressed speculatively by condition. In the absence of a proven solution, the development is fundamentally undeliverable and risks exacerbating existing environmental harm.

Infrastructure Capacity and Deliverability

The proposal fails to demonstrate that sufficient capacity exists, or can be delivered in a timely manner, to accommodate the additional demands placed on:

local education provision,
healthcare services,
highways infrastructure,

and community facilities.

Financial contributions alone do not guarantee that physical infrastructure can be delivered when required. The absence of clear and coordinated evidence from infrastructure providers raises serious concerns about the ability of the area to accommodate development at this scale without unacceptable pressure on existing services.

Transport Sustainability and Highway Impacts

Although access is the only matter submitted in detail, the proposal does not demonstrate that a development of this scale in this location would support sustainable travel patterns. The site's location inherently encourages reliance on private vehicles, with insufficient evidence that public transport, walking or cycling provision would be realistic alternatives for everyday journeys. The absence of a severe highway safety impact does not equate to a sustainable transport outcome, particularly for a development of this size in a non-urban location.

Deficiencies of the Outline Application

The extensive reservation of matters, combined with the scale of development proposed, prevents the Local Planning Authority from properly understanding or assessing:

layout and density,
design quality,
landscape mitigation,
affordable housing delivery,
biodiversity net gain,
and long-term environmental management.

This lack of certainty is particularly significant given the sensitivity of the site and the nature of the harms identified.

Planning Balance

While the delivery of housing is acknowledged as a benefit, those benefits are generic and could be delivered in more suitable locations. The harms arising from this proposal are site-specific, permanent and cumulative, including landscape harm, environmental risk, infrastructure uncertainty and unsustainable development patterns.

These harms clearly and demonstrably outweigh the benefits of the proposal.

Conclusion

For the reasons set out above, the proposal is contrary to the principles of sustainable development and conflicts with local and national planning policy. It would result in unacceptable and permanent harm that cannot be justified by housing need alone. I respectfully request that planning permission for application DC/26/0530 be refused.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



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