

[REDACTED]

From: [REDACTED]
Sent: 04 September 2026 08:36
To: Planning
Cc: [REDACTED]
Subject: OBJECTION: Planning Application Reference DC/26/1089
Categories: Comments Received

OBJECTION: Planning Application Reference DC/26/1089
Proposed Development at: Collyer's College, Hurst Road, Horsham

Dear Planning Officer,

I am writing to formally object to the above planning application. While I do not oppose the sustainable development of the college site in principle, the current proposal will cause severe, adverse impacts on **highway safety, traffic conditions, local parking provision, and residential amenity** (via light pollution, noise, and general disturbance).

The proposal fails to comply with the **Horsham District Planning Framework (HDPF)**—specifically Policies 33 (Development Principles) and 40 (Sustainable Transport)—as well as the **National Planning Policy Framework (NPPF)** regarding safe and suitable access.

I urge the council to refuse planning permission based on the following material planning considerations:

1. Severe Impact on Highway Safety and Pedestrian Vulnerability (Hurst Road)

The proposal to convert the existing college vehicle exit into a dual entrance/exit point creates an unacceptable highway conflict.

- **Pedestrian Conflict:** This access point is located directly adjacent to a heavily used pedestrian crossing near Hurst Avenue. Between 08:00–09:00 and 15:00–18:00, this crossing experiences high-volume foot traffic from students and members of the public exiting Horsham Park.
- **Hazardous Layout:** Vehicles turning into the site will directly conflict with pedestrians and existing vehicle queues at the crossing. This significantly increases the risk of accidents for vulnerable road users, including pedestrians and cyclists.

2. Escalation of Traffic Congestion and Emergency Vehicle Obstruction

Hurst Road is a critical transport artery in Horsham, frequently utilized by emergency services.

- **Gridlock:** The introduction of an active turning entrance at this specific bottleneck will exacerbate peak-time congestion, leading to traffic tailbacks.
- **Blue Light Risk:** Increased congestion will actively impede ambulances and police vehicles executing time-critical "blue light" emergency responses along Hurst Road.

3. Inadequate On-Site Parking Provision and Displaced Parking (Hurst Avenue)

The application proposes a net reduction in on-site parking capacity, despite Collyer's College already having insufficient parking and drop-off/collection arrangements.

- **Displaced Overspill:** The shortfall will inevitably displace student, staff, and visitor parking onto Hurst Avenue—a highly constrained residential cul-de-sac—and surrounding residential roads.
- **Obstructive Parking:** This overspill will result in vehicles parking across residential driveways, on pavements, and close to junctions. This will severely obstruct the safe movement of delivery vehicles, waste collection, and emergency services.

4. Compounded Traffic Movements and Deficient Visibility Splays (Hurst Avenue)

The reduction of on-site parking capacity will result in a higher churn of vehicles searching for spaces on local streets.

- **Intensified Movements:** This will dramatically increase vehicle entry/exit movements on Hurst Avenue during peak college drop-off and pick-up hours.
- **Substandard Visibility:** The visibility splays at the Hurst Avenue junction are already substandard due to boundary fencing, mature vegetation, and heavy pavement footfall. Forcing increased traffic volumes through a junction with restricted right-hand visibility introduces a profound, demonstrable highway hazard.

5. Noise, Disturbance, and Artificial Light Pollution

The proposed installation of **4-metre-high permanent lighting columns** and the introduction of a new **car park development** directly adjacent to residential boundaries will cause severe, material detriment to the residential amenity currently enjoyed by occupiers on **Hurst Avenue**.

At present, the rear of these properties borders the tranquil environment of the **Collyer's playing field**. The introduction of an active car park into this sensitive buffer zone will permanently shatter this baseline environment:

- **Unacceptable Light Intrusion:** The 4-metre-high illumination columns, combined with erratic, sweeping vehicle headlights, will cause aggressive light spill directly into the habitable rooms and private amenity spaces of Hurst Avenue residents. This directly conflicts with local and national planning policies designed to limit artificial light pollution and protect dark sky environments.
- **Persistent Noise and Disturbance:**
The development will introduce intrusive acoustic disturbances, including vehicle engines, tyres on hard standings, car doors slamming, and car radios. These noises are highly disruptive, unpredictable, and entirely alien to the current residential setting.

Under the **National Planning Policy Framework (NPPF)** and local development plans, planning permission should be refused for developments that cause an unacceptable impact on the living conditions of existing neighbours. The current proposal represents a significant and unmitigated threat to health, well-being, and daily living conditions.

Consequently, the council must **defer or refuse** this application until a comprehensive, independent **Light and Noise Impact Assessment** is undertaken. This assessment must be published for public consultation so its findings and proposed mitigation measures can be thoroughly scrutinized before any final decision is reached.

Conclusion and Request for Actions

These objections are grounded in the practical capacity and safe operation of the local highway network. Before this application is determined, I respectfully request that the Council:

1. Defer decision-making until a comprehensive **Independent Traffic Impact Assessment** and **Parking Stress Survey** are conducted during peak term-time hours.
2. Formally consult the **Local Highway Authority (West Sussex County Council)** regarding the safety of the proposed junction access and visibility splays.

If the applicant cannot demonstrate that these severe highway safety hazards and parking shortfalls can be completely mitigated, planning permission should be robustly refused.

Thank you for registering and considering these comments.

Yours sincerely,



29 Hurst Ave, Horsham, RH12 2EL