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21 April 2026

Dear Nicola,

RE: Billingshurst Business Park – Planning Applications DC/26/0033, DC/25/1910 and DC/25/1697

I am writing in relation to the above planning applications, which, as you know, adjoin our land at Hilland House.

Given our proximity to the applications in question, we have closely monitored their progress to date and the proposals put forward by Dunmoor. As landholders with a significant interest in the northeast Billingshurst area, we are keen to see development come forward in a cohesive and coordinated manner, underpinned by strong masterplanning principles. This is an important master planning principle not only for our interests but also for the benefit of future residents, customers, and occupiers.

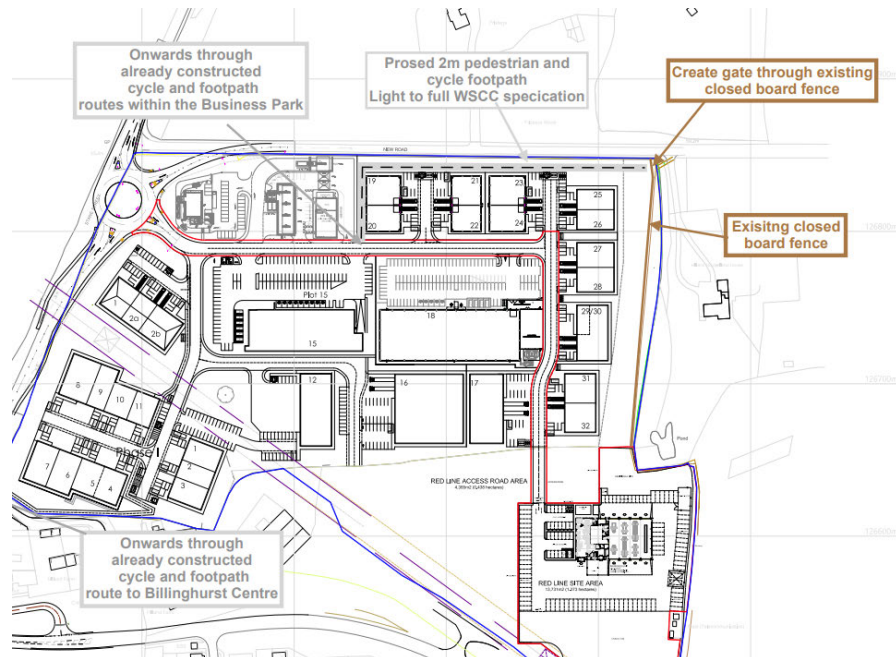
With this in mind, we feel strongly about the connectivity between our development and the neighbouring proposals. The technical aspects of this have been set out in the relevant technical notes (2532 TN03, 2532 TN01C and 2532 TN02), and I will not repeat them in detail here. However, it is clear from this work that there is a policy requirement for the development to connect into, and upgrade, the existing Public Right of Way (PROW).

In addition to the policy-based justification at both national and local levels, there are clear practical and public realm benefits which should be material considerations in the determination of these applications. These improvements can and in our view should, be secured by condition, if the case officer agrees the importance of these items.

In this instance, the connection of the developments proposed under applications DC/26/0033, DC/25/1910 and DC/25/1697 to Public Right of Way 1942, which runs adjacent to the site boundary, presents an obvious opportunity. This would ensure strong connectivity between the proposals, neighbouring development, and any future development that may come forward to the south or elsewhere.

This connection should accord with the principles established by other developments in the immediate area in terms of both design and quality—namely, the provision of a 3-metre-wide surfaced path suitable for pedestrians, cyclists, wheelchair users, and those with buggies. This approach was established through developments south of Hilland Road, brought forward by Persimmon Homes, Devine Homes, and Bellway, and has subsequently been incorporated into the Hilland House proposals. It would be illogical for these upgrades and connections to terminate immediately prior to reaching a key amenity hub.

It is also clear that Dunmoor recognises the value of this connection. As part of the Hilland House appeal, Dunmoor submitted a plan (figure 1 below) illustrating how their land could connect to the PROW, linking internal pedestrian and cycle routes and demonstrating the deliverability of such a connection.



Accordingly, it is evident that Dunmoor has previously considered how this connection could be achieved and must therefore have a high degree of confidence in its deliverability, given that such proposals have already been presented in the public domain.

This also accords with the Billingshurst Neighbourhood Plan 2019 to 2031. In particular the Neighbourhood Plan Objectives in para 2.2 – *Objective 3: Improve transport and movement, in particular through non-car modes, specifically ensuring there is a safe environment for pedestrians and cyclists as well as motorists.*

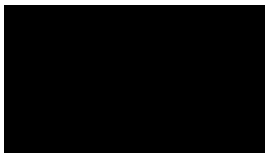
A final point relates to the risks associated with the failure to upgrade this section of the path. Based on the planning history and extant outline permissions across both the Dunmoor and Hilland sites, it is reasonable to assume that development will come forward on both sites and the wider area. This must be considered as committed development of the first phase of northeast Billingshurst.

If the northern section of PROW 1942 is neither connected nor upgraded through the applications referenced above, it is likely to result in a residual, unmade, and unattractive area between the developments. Over time, this could attract anti-social behaviour and would not support the promotion of sustainable travel to and from Billingshurst village centre, particularly during the darker months. In this respect, it may give rise to safety concerns.

Conversely, the improvements to the public realm which could be secured through these applications would mitigate such risks and ensure that the PROW is appropriately upgraded, resulting in an attractive and functional route for all users and the wider Billingshurst area. Developments need to be future proofed.

We trust this letter succinctly sets out why, from the perspective of good masterplanning and placemaking, the connection of planning applications DC/26/0033, DC/25/1910 and DC/25/1697 to PROW 1942 is of critical importance for existing and future residents of northeast Billingshurst. There is clear policy support for this common-sense approach, and we hope that officers will agree that the conditions proposed in technical notes 2532 TN03, 2532 TN01C and 2532 TN02 are both reasonable and necessary to secure these important public realm improvements.

Yours Sincerely



Oliver Shaw

Associate Director

Northgate Properties