

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 02 October 2026 17:33:41 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/1318
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 02/10/2026 5:33 PM.

Application Summary

Address:	Land North of Shermanbury Road Shermanbury Road Partridge Green West Sussex RH13 8EU
Proposal:	Outline Application for the demolition of existing buildings and structures and the erection of up to 75 dwellings with public open space and vehicular access point from Shermanbury Road with all matters reserved except access.
Case Officer:	Nicola Pettifer

[Click for further information](#)

Customer Details

Address: Partridge Green Village Hall High Street Partridge Green Horsham West Sussex

Comments Details

Commenter Type:	Parish Council
Stance:	Customer objects to the Planning Application
Reasons for comment:	
Comments:	SOS - PARTRIDGE GREEN IS DROWNING FROM UNSUSTAINABLE PLANNING APPLICATIONS WGPC's recommendation is that HDC should REFUSE this application. The Parish Council's principal concern is the cumulative impact of

further substantial housing development on Partridge Green, particularly given the limited infrastructure and services available to the village. The proposal needs to be considered in the context of the significant housing growth already committed and proposed around Partridge Green, rather than as an isolated development of 75 dwellings.

1. Cumulative scale of development

Horsham District Council's own evidence identifies approximately 792 existing dwellings in Partridge Green. The Council has previously identified three major developments comprising 256 dwellings, representing approximately 32% growth in the existing housing stock. The subsequent 101-dwelling development at Bines Road increases the cumulative growth to approximately 45%.

The addition of the 75 dwellings proposed under DC/26/1318 would bring the total additional housing to approximately 432 dwellings, equivalent to an increase of approximately 54.5% over the existing dwelling stock.

This is a very substantial change to a rural village.

The Parish Council is concerned that the cumulative impact of this level of development is not being adequately addressed. Infrastructure provision has not increased remotely in proportion to the scale of housing growth.

The question for this application should therefore be whether Partridge Green can sustainably accommodate this further development in conjunction with the other committed and proposed developments, rather than whether 75 dwellings can be accommodated on this individual site.

The Parish Council is also concerned that this site appears to be being brought forward as part of Horsham District Council's strategic allocation process before the implications of the substantial development already planned for Partridge Green have been properly understood and addressed. The cumulative effect of the various planned developments should be assessed before further strategic growth is committed to the village.

2. Rural location, transport and sustainable travel

Partridge Green is a rural village and residents are necessarily dependent on private cars for a significant proportion of their everyday journeys.

The public transport position has deteriorated rather than improved since earlier assessments of the village's sustainability. In particular, the No. 17 bus service is now operating a restricted

service, reducing the realistic alternatives to private car travel.

The village has also lost the last of its GP surgeries. This is particularly significant given that previous planning decisions have relied upon the availability of local services when considering the sustainability of development in Partridge Green.

The Parish Council recognises that the proximity of the Downslink provides an important opportunity for walking and cycling and should form a central part of the sustainable transport strategy for this development. However, simply being located near the Downslink does not in itself make a development sustainable. Safe, direct and attractive walking and cycling connections between the development, the village, the Downslink and other local facilities must be provided.

Particular attention should be given to safe routes for children and young people, including connections to King George V Playing Field and the wider village. The design should encourage everyday journeys by foot and bicycle, rather than requiring residents to cross or travel along the B2216 without appropriate protection.

A new bus stop and appropriate associated infrastructure should also be provided to serve the development and support sustainable transport, particularly given the restricted existing service.

The Council should require a realistic assessment of likely car ownership and use arising from this development and the cumulative increase in traffic from the developments already committed.

3. Access and cumulative highway impact on Shermanbury Road/B2216

The Parish Council has particular concerns regarding the proposed access arrangements.

The access to the 120-dwelling development immediately to the north of Shermanbury Road is in close proximity to the proposed access for DC/26/1318.

The combined effect of two substantial residential developments, with traffic entering and leaving at closely located junctions, needs to be considered as a single highway issue rather than through separate assessments of each development.

This is particularly important given the character of the B2216 Shermanbury Road, including its bends, visibility constraints and existing movement of traffic through this part of the village.

The B2216 is a very busy route for commuter traffic and is widely used as a rat run, particularly at peak commuting times. The Parish Council is therefore concerned that the traffic surveys undertaken for the application do not adequately reflect the actual conditions experienced on this road.

In particular, the traffic surveys were undertaken on a Wednesday between approximately 11:00am and 12:00 noon. This is not a representative period for assessing the road's use by commuter traffic and does not capture the heavier traffic conditions experienced during the morning and evening peak periods.

The Parish Council considers that reliance on surveys undertaken during this relatively quiet midday period risks underestimating existing traffic flows and the potential cumulative impact of the proposed development. Further assessment should therefore be undertaken using representative peak-period traffic data.

The close proximity of the two access points, raise the following concerns:

- conflicting vehicle movements;
- visibility at and between the accesses;
- vehicles slowing or queuing on the B2216;
- pedestrian and cyclist safety;
- increased traffic at the bends;
- construction traffic;
- emergency access; and
- the cumulative increase in traffic using Shermanbury Road and the village.

The Parish Council considers that the highway authority should assess the combined operation of the two accesses and the cumulative traffic generated by both developments, rather than assessing each access independently.

The Council also believe that consideration should be given to the dangerous junction where the B2116 joins the A281.

There must also be safe and convenient pedestrian and cycle crossing arrangements for residents of this development and the other nearby development to access King George V Playing Field and the wider network. The significant increase in children and families in this part of the village makes this particularly important.

4. Lack of supporting infrastructure

The scale of housing growth now being contemplated is significantly beyond the level of incremental growth that the village's existing facilities were designed to support.

The Parish Council is concerned about the absence of corresponding improvements to:

- public transport;
- medical provision;
- pedestrian and cycling infrastructure;
- highway capacity and safety;
- drainage;
- sewerage infrastructure;
- recreational facilities; and
- other local services.

In particular, the development should make an appropriate financial contribution towards improvements to King George V Playing Field, which is located opposite the site and will be an important recreational facility for children and families living in the proposed development.

Its proximity should be recognised in assessing the recreational needs arising from the development. It will provide facilities for older children as well as being an important existing play and recreation resource for children of all ages.

Safe pedestrian and cycling routes, including a suitable crossing of Shermanbury Road, will therefore be essential to enable children and families from this development, as well as the other nearby development, to reach the playing field safely.

Developer contributions should not be regarded as resolving the wider infrastructure issue unless the necessary infrastructure is identified, secured and capable of being delivered at the appropriate time.

The Parish Council would expect the cumulative infrastructure requirements arising from all the major developments in Partridge Green to be clearly identified before further substantial housing is approved.

5. Wastewater and drainage

The Parish Council remains concerned about the capacity of the local foul drainage and wastewater infrastructure to accommodate the cumulative increase in housing.

The Council has previously received representations concerning wastewater, drainage and the potential for pollution within the River Adur catchment in connection with development in Partridge Green.

The additional foulwater flows from another 75 dwellings should therefore be considered alongside the existing and committed development rather than in isolation.

The Parish Council requests that the applicant demonstrates, with evidence from the relevant statutory undertaker, that adequate

capacity exists within both the sewer network and wastewater treatment infrastructure to accommodate the cumulative development without unacceptable environmental consequences.

Surface-water drainage should similarly be considered cumulatively, including the effect of the substantial amount of new development already proposed around the village.

6. Character and ecology

The Parish Council accepts that some development can play an important role in sustaining a rural community. However, the scale of growth now being proposed is fundamentally different from modest incremental development.

The cumulative addition of approximately 432 dwellings represents a major expansion of the village. The Parish Council is concerned that the combined developments will progressively alter the character and appearance of Partridge Green and erode the distinction between the established village and its surrounding countryside.

The Parish Council also has particular concerns about the ecological value of the site and surrounding area, including the presence of nightingales and other wildlife.

Any assessment should properly consider not only direct habitat loss but also the effects of increased human activity, domestic pets, predation, lighting, noise and recreational disturbance arising from a substantial new residential population.

Particular attention should be given to the potential for increased predation and disturbance of nightingales and other ground and scrub-nesting birds. Appropriate mitigation should be identified and secured where necessary.

The proximity of King George V Playing Field and the surrounding countryside means that increased recreational use should also be considered as part of the cumulative environmental impact.

7. Development Hierarchy and Soundness

In both the current HDPF and the emerging Horsham Local Plan, Partridge Green is ranked as a Medium Village in the Development Hierarchy. That acknowledges that it has only a moderate level of services and community networks. As already indicated, those services have, if anything, been reduced since the ranking was agreed.

Strategic Policy is that the level of expansion should be appropriate to the scale and function of the settlement type.

Expansion on the scale Partridge Green is being expected to absorb might be appropriate to a settlement higher up the Development Hierarchy. It is not appropriate to Partridge Green or any Medium Village, particularly one with no railway station, doctors surgery and only restricted access to a bus service.

Strategic Policy HA12 - Partridge Green Housing Allocations in the draft Horsham LP has, of course, been modified to include this property, although it is described there as 'PG4 - Land at Dunstons'. Consents have already been granted for PG1 (81 dwellings), PG2 (55) and PG3 (120). Consent has also been granted for Land west of Bines Road (101). That had not been allocated in the LP. Therefore, in terms of numbers, PG is ahead of the total HDC had earmarked for it (356 as against 335) and 356, equating to a 45% growth. By any criterion, that is not an appropriate proportion for a Medium Village if the Development Hierarchy and the Strategic Policy are to have any credibility.

What we have proposed therefore to the Examiner in our submission to the Regulation 19 Con-sultation is that Strategic Policy HA12 be amended by substituting for 'Land at Dunstons' in PG4, 'land west of Bines Road. That would mitigate the damage to an extent for PG. At the same time, it would increase the total allocated in the Plan by a factor of 21, so there would be a small benefit to HDC.

In para 1 of Strategic Policy HA12, the 4th bullet point might then read: 'PG4 - land west of Bines Road, 6.3 hectares (101 houses)' and in para 2, PG4 might read:

'PG4

- a) any development would be subject to 45% affordable housing
- b) any proposal should include improvements to a shared footpath along the western side of Bines Road between the site access and Partridge Green High Street
- c) any proposal should include an internal footpath and cycle connection between the south east and the north east of the site to upgrade a 423m stretch of the Downs Link'.

Basically, the Parish Council's submission is that to include 'Land at Dunstons' on top of PG1, PG2, PG3 and Land west of Bines Road would render the LP unsound, at least in that respect.

8. Conclusion

West Grinstead Parish Council considers that DC/26/1318 gives rise to significant concerns, particularly when considered alongside the substantial housing development already committed and proposed for Partridge Green.

The principal concerns relate to:

- the exceptional cumulative scale of housing growth;
 - the capacity of existing infrastructure and services;
 - the cumulative highway impact of the closely located accesses;
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- the inadequacy of the traffic survey period to demonstrate actual peak commuter conditions on the B2216;
- pedestrian and cyclist safety and the need for genuinely usable sustainable transport connections;
- the need for a new bus stop and improved walking and cycling infrastructure, including connections to the Downslink;
- safe access across Shermanbury Road to King George V Playing Field and an appropriate financial contribution towards that facility;
- wastewater and surface-water drainage capacity; and
- the potential ecological impacts, including disturbance and increased predation affecting nightingales and other wildlife.

The Parish Council is therefore looking to HDC to:

- a) refuse DC/26/1318; and
- b) support its proposal to the Examiner to amend Strategic Policy HA12 - Partridge Green Housing Allocations of the draft Horsham Local Plan by substituting 'Land west of Bines Road, 6.3 hectares (101 houses)' for 'Land at Dunstons - 3 hectares (80 homes)' in PG4.

In the event that the Council is still minded to approve the application, the Parish Council requests that the cumulative impacts of this development and the other committed developments are fully addressed and that the necessary infrastructure is secured and delivered at the appropriate time.

This should include representative peak-period highway assessment, safe pedestrian and cycling connections, a suitable crossing of Shermanbury Road, appropriate contributions towards King George V Playing Field, sustainable transport provision including a bus stop, adequate wastewater and drainage capacity, and effective protection and mitigation for the site's ecological interests.

Kind regards

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