

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 04 June 2026 10:41:33 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 04/06/2026 10:41 AM.

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:	85 Roman Lane Horsham
----------	-----------------------

Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking
Comments:	Dear Sir/Madam, I am writing to formally object to the proposed development of approximately 180 dwellings at Hornbrook Farm, with particular concern regarding highway safety, traffic distribution, and pedestrian risk. The proposal raises serious concerns under the National Planning Policy Framework (NPPF), which requires that development must address the impacts on transport networks and ensure safe access for all users. Planning decisions should prevent

development where there would be an "unacceptable impact on highway safety" or "severe residual cumulative impacts"

The current proposal does not demonstrate that safe and suitable access can be achieved given the realistic traffic behaviours likely to arise.

While the application may assume controlled access onto Brighton Road (A281), it fails to consider real-world driver behaviour:

Vehicles exiting the site will avoid right turns onto Brighton Road, particularly during peak periods. Instead, drivers will turn left, then undertake a secondary left turn onto Doomsday Lane. This will create a ratrun through a narrow, historic rural lane, significantly increasing traffic flows in an unsuitable environment. As a local person I do not have the funding to assess and 'evidence' this behaviour but I urge the Council to seek a behaviour-based transport assessment rather than accepting the theoretical approach proposed. In real world terms this proposal is unacceptable, and most locals I have discussed this with agree. This concern is reinforced by existing local characteristics as Doomsday Lane is noted as having restricted visibility and gradient changes, increasing risk at junctions. It is an historic character lane with high-sided banks, not designed for modern traffic volumes. The proposal therefore risks displacement of traffic into inappropriate rural infrastructure, contrary to sustainable transport principles.

The cumulative effect of rerouted traffic is likely to impact Doomsday Lane, Hammerpond Road and St Leonards Road corridor with a knock-on effect to access points for Ghyll Crescent and Doomsday Gardens. Anticipated impacts include Increased queuing at junctions, particularly where roads are narrow or constrained, blocking of residential access points and rights of way and reduced emergency vehicle access. Again I do not have the funding as a local person to undertake a survey to provide evidence of this but I can tell you that it will only take 13 cars queuing to block Doomsday Gardens, and 19 cars queuing to block Ghyll Crescent access - the development is likely to contain 250-350 cars - most commonly driving at the peak times of school and office opening and closing hours. This topic requires assessment prior to any acceptance of this proposal.

Planning evidence demonstrates that new housing frequently leads to increased congestion where infrastructure capacity is not upgraded, and lack of transport provision has already resulted in planning refusals elsewhere. This development is so cut off from the current community that there will be huge exertion to alter much of this road structure to accommodate this traffic flow impacting the whole area from its current character as a place adjacent to an AONB.

Finally there is a critical omission in the application on addressing safe routes to school. For those children walking, they will seek the shortest walking routes, not those assumed in the transport assessment.

In walking the routes ourselves it will take 35 minutes to walk from

Brighton Road (crossing the Brighton Road once in order to walk down the existing and very narrow Brighton Road footpath), then crossing the Brighton Road a SECOND time into Hernbrook Drive (or through the cutthrough to Sandeman Way.)

This walking route can be cut by 10 to 15 minutes if you walk from the back of the development across either Doomsday Lane (no footpath) and down onto Hammerpond Road, crossing at informal and uncontrolled locations to cut through and walk up into Brambling Close. This presents a serious and foreseeable hazard with traffic coming from Hammerpond Road and Horsham Rugby Club. We do not believe that a zebra crossing in Hammerpond Road would address this risk, given that Hammerpond Road is a rural road, lacking pavements and safe crossings and with traffic entering Horsham town at increased speeds and without pedestrian visibility.

Children are among the most vulnerable users, particularly where routes involve walking along or crossing roads without dedicated infrastructure. This is directly contrary to NPPF requirements to promote safe and accessible walking routes, especially for school journeys.

The planning proposal at Hornbrook Farm underestimates the inherent danger of introducing additional traffic onto rural lanes:

- 56% of all fatal road accidents occur on rural roads, despite lower traffic volumes
- Over 1,000 fatalities annually occur on rural roads in the UK
- Minor rural roads generate higher pedestrian casualty rates per mile than major roads

Doomsday Lane, Hammerpond Road and connecting roads share the key risk characteristics of narrow carriageways, limited visibility, lack of pedestrian infrastructure, mixed use by vehicles, walkers and cyclists.

This proposal for 180 homes at Hornbrook Farm therefore shows a reckless disregard for the significant increase in traffic and pedestrians onto this local road network and is therefore inherently unsafe. Evidence shows that greenfield housing developments are typically car-dependent, particularly where public transport and local services are not embedded from the outset. As a result residents will rely heavily on private vehicles, traffic generation will exceed optimistic modal assumptions and local roads-rather than strategic routes-will absorb displaced traffic.

I therefore ask you to consider these points and at least seek a behaviour-based transport assessment rather than accepting this proposal which shows no mitigation for these serious points.

On the current proposal I strongly object to the planned development on Hornbrook Farm.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



Horsham District Council, Alberty House, Springfield Road, Horsham, West Sussex RH12 2GB
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Jane Eaton