

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 03 June 2026 13:14:29 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 03/06/2026 1:14 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:	2 SPRINGFIELD CRESCENT HORSHAM
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking
Comments:	3rd June 2026

OBJECTION TO PLANNING APPLICATION
Application Reference: DC/26/0530
Proposed Development: 180 Dwellings at Land Off Brighton Road

Dear Sir/Madam,

I am writing to formally object to the above planning application for 180 houses. While I live on the opposite side of town, the severe, unmitigated traffic impact of this proposed development will directly affect my family obligations, and the wider local highway network.

I object to this proposal on the following material planning grounds:

1. Severe Impact on the Town's Existing One-Way System

The town's central one-way system is already at peak capacity and suffers from chronic congestion. Adding the vehicle movements generated by 180 new households will push this fragile system to a standstill.

2. Highway Safety and Gridlock on Brighton Road

The primary access route via Brighton Road is already a notorious bottleneck. My daily routine involves navigating this route to provide essential childcare, picking up and dropping off my grandchildren at school and visiting them at Ghyll Crescent. Even under current conditions, Brighton Road is a "nightmare" at peak times. Forcing hundreds of additional daily car journeys onto this single artery will compromise highway safety and cause gridlock.

3. Displacement of Traffic onto Unsuitable Rural Lanes

Because the main routes and the one-way system are choked, drivers will inevitably seek alternative routes. The only alternatives around the town are narrow country lanes. These lanes are physically incapable of handling increased traffic volumes; they lack the width, passing places, and pedestrian infrastructure required. Forcing traffic onto these lanes so residents can access the supermarkets on the west side of town poses a severe safety risk to cyclists, pedestrians, and motorists alike.

Conclusion

The National Planning Policy Framework (NPPF) states that development should be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. This proposal clearly meets that threshold of "severe" impact.

I urge the planning committee to refuse this application until a comprehensive, independent traffic impact assessment is conducted that addresses the entire town's network, not just the immediate vicinity of the site.

Please keep me informed of the progress of this application and the date of the committee meeting.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



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