

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 11 June 2026 11:49:33 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 11/06/2026 11:49 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:	Heron Way Primary School Heron Way Horsham
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Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Design - Highway Access and Parking
Comments:	Dear Planning Officer, Heron Way Primary School wishes to submit a formal objection to the proposed development at Hornbrook Farm on the grounds of design, highway access, pedestrian safety, parking and the impact on safe routes to school. Our objection is focused specifically on the likely impact of the

proposal on children, families, staff and the wider school community. We are particularly concerned that the proposed development does not appear to provide safe, realistic or well-designed walking, cycling and pedestrian access routes to local schools. We are also concerned that the development would increase traffic on an already pressured local road network, worsening safety and congestion at key school travel times. Heron Way has already been working with families on safer routes to school because roads around the school and wider local area are becoming increasingly unsafe and difficult to navigate. The proposed development risks making this situation worse unless the design, access and highway arrangements are fundamentally reconsidered.

To inform our response, we asked Heron Way families to complete a travel survey. We received 155 responses, giving a strong evidence base from current school families about travel habits, safety concerns and the existing pressures on local roads. Summary of survey evidence

The survey shows that many Heron Way families already live close enough to school to walk, cycle or scoot, but significant numbers do not feel safe doing so because of road layout, traffic volume, lack of crossings and speed of vehicles.

Of the 155 families who responded:

- 108 families, 69.7%, live within one mile of the school.
- 81 families, 52.3%, currently walk, cycle or scoot to school in the morning.
- 83 families, 53.5%, walk, cycle or scoot home from school.
- 73 families, 47.1%, still use car-based travel in the morning, including drop-off, car-share or park and stride.
- 71 families, 45.8%, use car-based travel at the end of the school day.
- Of those who answered the safety question, 83 families, 59.3%, said they do not feel safe on their route to school.
- 139 families, 89.7%, said the local council needs to do more to address safer routes to school.

These figures are important because they show that the issue is not parental unwillingness to walk, cycle or scoot. Many families already do so, and many more would consider doing so if the routes were safer. The problem is the current road environment and the lack of safe, suitable infrastructure.

When asked what would encourage families to walk, cycle or scoot more often:

- 73 families said safer crossing points were needed.
 - 34 families said traffic around the school needed to be reduced.
 - 23 families said clearer parking arrangements were needed.
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- 15 families said speed limits needed to be reduced.
 - 13 families said organised walking groups would help.
- When asked which initiatives they would support to improve journeys to school:
- 88 families supported encouraging more walking and scootering.
 - 84 families supported working with the council on traffic calming measures.
 - 53 families supported a park and stride area.
 - 50 families supported clearer drop-off and parking guidance.
 - 48 families supported road safety campaigns.
 - 32 families supported a walking bus.
 - 28 families supported increased cycle or scooter storage.

This demonstrates strong support for sustainable travel, but only where the surrounding infrastructure is safe enough for children and families to use.

Highway access and increased traffic

The proposed development would generate additional vehicle movements on a road network that is already under pressure. Families have repeatedly raised concerns about traffic on St Leonard's Road, Comptons Lane, Brambling Road and the wider approach to Heron Way.

In our survey responses, families specifically referred to:

- St Leonard's Road in 36 separate responses
- Comptons Lane in 17 responses
- Brambling Road in 10 responses
- crossing points in 60 responses
- traffic in 21 responses
- speed in 22 responses
- parking in 17 responses
- roundabouts in 12 responses

These repeated references show that families are already experiencing significant difficulty and risk on the local road network. It is therefore not sufficient for the development to consider only access into and out of the site in isolation. The development must be assessed in terms of its wider impact on school travel patterns, local junctions, crossing points, pedestrian routes and parking displacement.

A particular concern is that any additional traffic from the development is likely to add pressure to St Leonard's Road, Comptons Lane and the roads around Heron Way. These roads already experience congestion and conflict between cars, pedestrians, cyclists, scooters, school traffic, commuter traffic and parked vehicles. Increased traffic would make this worse and is likely to discourage active travel, pushing even more families into car use. That would be contrary to the aim of promoting safe and

sustainable travel.

Unsafe pedestrian routes to school

The proposed walking route from the development to Heron Way appears to rely on children and families using routes that are already considered unsafe or unsuitable by many current families.

Families have raised repeated concerns about:

- narrow pavements;
- fast-moving traffic;
- insufficient safe crossing points;
- difficult junctions and roundabouts;
- poor visibility;
- roads that are already heavily used at school times;
- the challenge of walking with young children, scooters, bikes, pushchairs or children with additional needs.

A number of families specifically referred to the difficulty of crossing St Leonard's Road and the Comptons Lane area. One family explained that they cross at the Comptons Lane/St Leonard's Road roundabout with young children and bikes, where traffic comes from several directions and the middle section is not wide enough for a buggy and bikes to wait safely. Another family described St Leonard's Road as already being a "rat run" with no safe crossing. Others commented that the area currently relies too heavily on families "hoping that an accident won't happen".

This is the lived reality for current Heron Way families. It is therefore deeply concerning that the proposed development could add further school journeys to this same network without first securing safe, direct and properly designed routes.

The issue is not simply the distance from the development to school. It is the quality and safety of the route. A route that requires children to walk near fast-moving traffic, cross busy roads without safe crossing points, or navigate narrow pavements and difficult junctions is not a genuinely safe school route.

Design concerns

We object to the design of the proposal because it does not appear to place safe, child-friendly, sustainable movement at the heart of the scheme.

For a development of this scale, and in a location likely to generate journeys to local schools, the design should provide safe and direct pedestrian and cycle connectivity from the outset. Instead, the current proposal appears to rely on existing infrastructure that families already identify as unsafe or inadequate.

A well-designed development should reduce car dependency, not increase it. It should enable children and families to walk, cycle and scoot safely to school. It should provide direct, coherent and well-lit routes, safe crossings and meaningful connections to existing local amenities. It should not place additional pressure on roads and junctions that are already difficult for families to navigate.

The lack of a viable, safe and direct pedestrian/cycle link from the rear of the development is a significant concern. If the only practical routes to school are indirect, unattractive or unsafe, then more families will drive. This would increase congestion around Heron Way and the surrounding residential roads, including streets that are already heavily used for parking and school access.

Parking impact

The survey also shows existing pressure from school-related parking.

When asked where families usually park if they drive to school:

- 42 families said Heron Way.
- 24 families said Brambling Road.
- 24 families said other nearby residential streets.
- 18 families said Grebe Crescent.
- Only 27 families said they do not drive to school.

This demonstrates that school parking is already distributed across nearby residential streets. Any increase in car-based school travel arising from the development would be likely to worsen parking pressure, increase vehicle manoeuvres around children, and create further conflict between residents, school families, pedestrians and cyclists.

If the proposed development does not provide safe active travel routes, the practical outcome is likely to be more school-related car journeys and more parking pressure around Heron Way and neighbouring streets.

Impact on children and families

The school is particularly concerned about the impact on children. Heron Way is a primary school. Many of our pupils are young children who may be walking with parents, using scooters, cycling, or crossing roads with siblings. Some families also have pushchairs, toddlers or children with additional needs. The survey shows that safety concerns are already affecting travel choices. Among families who usually travel by car, the reasons included:

- 40 families saying they drive because they are travelling to or from work.
- 35 citing time pressures.
- 33 citing distance from school.
- 21 citing safety concerns about walking or cycling routes.
- 21 citing younger siblings or childcare logistics.
- 6 citing a child's additional needs.

This matters because unsafe or poorly designed routes do not affect all families equally. They particularly affect families with younger children, children with additional needs, families with pushchairs, and families trying to manage work and childcare. A planning decision should not assume that a theoretical walking route is suitable simply because it exists on a map.

The school believes that the current proposals do not demonstrate that children would have safe, practical and attractive routes to school.

Requested action

For the reasons outlined above, Heron Way Primary School objects to the proposal in its current form.

We ask that the Council either refuses the application or requires substantial redesign and further evidence before any approval is considered. In particular, the school asks that the following are required:

1. A full school travel impact assessment that specifically considers Heron Way Primary School and The Forest School, including school morning drop-off and afternoon pick-up times.
2. A revised transport assessment that considers the impact on St Leonard's Road, Comptons Lane, Brambling Road, Brighton Road and the wider Heron Way area, not only the immediate access point to the development.
3. Safe, direct and child-friendly walking and cycling routes from the development to local schools, rather than reliance on unsuitable existing routes.
4. Controlled and safe crossing points on the routes children would realistically use.
5. Consideration of reduced speed limits and traffic calming measures on relevant local roads.
6. A clear parking strategy that assesses displacement of school-related parking onto residential streets.
7. A construction traffic management plan that prevents construction traffic and HGV movements during school drop-off and pick-up times and prevents unsuitable routes being used by construction vehicles.
8. Further consultation with local schools before any decision is made.

Heron Way Primary School supports safe, sustainable and active travel. Our survey shows that many families want to walk, cycle

and scoot, and that many already do. However, the proposed development must not make existing problems worse. Without significant changes, we believe this proposal would create unsafe routes to school, increase traffic, worsen parking pressure and place children and families at greater risk.

For these reasons, Heron Way Primary School formally objects to the application on the grounds of design, highway access, pedestrian safety and parking.

Kind regards

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