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**Head of Planning – ref: Planning application DC/21/2233 - Glebe Farm Steyning**

I am objecting to the development at Glebe Farm, which I understand is coming up before the Planning South Committee in the next few months, on the basis of the following:

The National Planning Framework’s paragraph 108 (b-e) suggests that development *should be focused on locations that “****offer a genuine choice of transport modes****”* and:

The Horsham District Planning Framework in its Policy 40 for Sustainable Transport states that: “***development will be supported if it: Includes opportunities for sustainable transport which reduce the need for major infrastructure; Is located in areas where there are, or, will be a choice in the modes of transport available; minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians and minimises a potentially significant impact of the development on the wider area.”***

The Glebe Farm development DOES NOT MEET ANY OF THESE POLICY OBJECTIVES because:

* There will be conflict between traffic, cyclists and pedestrians at the proposed roundabout to the very busy A283 heightened by the 500-750 traffic movements from, and into, the site every day
* Other than the car and cycle there ARE NO other choices of modes of transport from the site or, its adjacent roads
* There is no pedestrian access across the A283
* The site is too far away from the High Street hub of the town
* There is no public transport route from the site or its adjacent roads
* It is not in sustainable walking distance from the High Street
* There will be a reliance on use of cars to access amenities
* There is likely to be an increase of congestion on already narrow and congested roads around the site and entrances/exits to the town

I urge HDC Planning Department to recommend that this development should not go ahead for the reasons that I have given above and on the basis that it is contrary to both the NPPF and HDPF.