

[REDACTED]

Lowood, Knob Hill, Warnham, Horsham RH12 3SN

08/09/25

Planning Department

Horsham District Council
Parkside, Chart Way
Horsham, West Sussex RH12 1RL

Re: Planning Application DC/25/1155 – Land East of Tilletts Lane, Warnham

Dear Sir/Madam,

I am writing as a long-standing resident of Warnham to object to the above planning application for the erection of 59 dwellings, associated access roads, drainage infrastructure and landscaping on land east of Tilletts Lane.

My family and I live close to the proposed development site, and we are directly affected by the impacts it would bring to our community.

1. Scale and Character of Development

The proposed scheme represents a significant overdevelopment of a sensitive rural site. Warnham is a historic village with a distinctive character and a Conservation Area at its heart. A development of 59 dwellings would fundamentally alter the scale of the village and extend the built-up area into open countryside, eroding the natural setting that defines Warnham's identity.

The density and layout are not in keeping with the prevailing pattern of development in the village, which is characterised by modest clusters of homes set within generous green space. Instead, the scheme proposes an estate-style arrangement that is more suited to a suburban context, rather than a traditional rural settlement.

2. Highways & Pedestrian Safety

Access via Tilletts Lane and Knob Hill (formerly Threestile Road) is wholly unsuitable for the level of traffic this scheme would generate. These roads are narrow, winding, and without adequate pedestrian provision. Increased vehicle movements – including construction traffic – would worsen congestion, particularly at peak hours, and pose safety risks for pedestrians, cyclists, and children walking to school.

As a resident of Lowood, which lies directly on the proposed access route, I am especially concerned about highway safety. The access point is positioned where sightlines are already poor due to bends in the road and changes in gradient. The Department for Transport's *Manual for Streets* makes clear that new access points must provide adequate visibility splays to protect drivers and vulnerable users. This proposal does not meet those standards.

Paragraph 111 of the National Planning Policy Framework (2023) is explicit: *“...development should only be refused on highway safety grounds if there would be an unacceptable impact on road safety.”* In my view, and in the lived experience of my family and neighbours, this application clearly crosses that threshold.

The informal “footpath” that runs alongside Lowood is frequently used by local families, children, and hikers. Currently, even modest levels of traffic create risks when residents exit driveways across this shared surface. Introducing a large volume of vehicles from 59 new homes will significantly heighten the risk of collisions between cars and pedestrians.

On a personal level, entering and exiting our sloping driveway already requires care to check for oncoming traffic in both directions. With development traffic introduced into this constrained route, the likelihood of a serious incident rises considerably. It is deeply concerning that no meaningful mitigation has been proposed—such as footways, traffic calming, or safe crossing points—to address this hazard.

During the winter months the village green is frequently saturated to the point that it's unsafe to walk across so residents of Knob Hill often have to walk down the road itself to access the village, the children walk to the bus stop to attend school and colleges etc. An increase in road traffic along a route that is already a ‘cut through’ for users of the A24 makes this much more dangerous.

Although the recommendation of adding speed restrictions is great in theory, the practice of policing them is a different matter which, no doubt, will be ignored. Any development which will increase the road traffic will need to include the provision of safe pedestrian routes. Note that this will need to be included in the original proposal and not left as an afterthought, given that this is part of the wider discussion around how an increase in housing and vehicle traffic will affect those already living on Knob Hill.

National and local policy stresses the need to prioritise vulnerable road users. Without proper infrastructure to separate cars and pedestrians, this scheme would place children, older people, and residents at direct risk of harm.

3. Drainage and Flooding

The site suffers from long-standing drainage issues. Local residents are already required to clear gullies and manage water run-off during periods of heavy rainfall to prevent flooding. Introducing such a large impermeable footprint of hardstanding and roof area will inevitably worsen these problems.

Although the applicant suggests that drainage infrastructure will be improved as part of the development, there is insufficient evidence to demonstrate that the measures proposed are robust, sustainable, or that they will protect neighbouring properties from flood risk. Without firm guarantees and independent assessment, there is a very real risk that homes and gardens in the surrounding area will be left vulnerable to flooding and waterlogging.

4. Loss of Amenity

This development would cause a serious loss of amenity for existing residents. Increased traffic, noise, and activity will erode the peace and tranquillity that currently define this part of the village. The scale and height of the proposed dwellings risk overlooking and overshadowing neighbouring homes, leading to a loss of privacy and light.

The addition of the access road off of Knob Hill also infringes the privacy of Oakridge, Lowood, Hawthorns and Robins Green by introducing traffic to areas of their properties that previously had no sightlines to a formal road. Traffic will have clear line-of-sight into these properties where previously there was none, headlights at night time will disturb residents etc.

Furthermore, the construction phase itself would result in prolonged disturbance to local residents, with heavy vehicles and noise affecting daily life for months, if not years.

5. Environmental and Heritage Impacts

The proposed site lies adjacent to important natural habitats and within a landscape that contributes significantly to the character of Warnham. The development risks damaging biodiversity through the loss of greenfield land and associated hedgerows, trees, and habitats.

Warnham's heritage assets, including listed buildings and the Conservation Area, rely on the surrounding countryside to preserve their setting. This development would

urbanise the approach into the village and harm the historic environment, contrary to both national and local planning policy.

6. Community Infrastructure Pressure

Warnham already faces pressure on local services, including healthcare, schooling, and utilities. The addition of 59 homes would increase demand on facilities that are already stretched, with no clear mitigation or provision in the application.

Conclusion

For the reasons set out above – including the inappropriate scale and character of development, unacceptable highways and pedestrian safety risks, drainage and flooding concerns, loss of amenity, and harm to the environment and heritage of Warnham – I urge Horsham District Council to refuse this application.

Warnham is a unique and historic village that must be protected from unsustainable and inappropriate development. While I recognise the need for housing, it must be delivered in a way that respects the character of our communities and does not jeopardise safety, amenity, or the environment.

Yours faithfully,

A solid black rectangular box used to redact a handwritten signature.