



From: [REDACTED]
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To: [REDACTED]
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OFFICIAL

Matthew,

[Network Rail consultation response to DC/25/0151](#)

Further to our previous comments, we provide additional commentary around the level crossing.

In view of the scale of the proposed development, Network Rail objects to the planning application. The reasons for this are set out below:

Warnham crossing is a Footpath crossing with miniature warning lights. The crossing is fitted with MSLs owing to the limited sighting available especially when looking up owing to line curvature and the station reducing sighting available. The crossing is now combined with a Rail Road Vehicle (RRV) access point. The RRV access point is fenced off on the up side and had a locked gate on the downside. The path and access point were combined in 2020 as part of the crossing renewal. This was previously a road crossing until 2005 and closed as part of the Horsham re-signalling scheme. The crossing is located 0.8 miles, to the east, from Warnham which is the nearest village..

Warnham station is next to the crossing at the London end with the crossing providing step free access between the two platforms / sides of the station. The station is a non-junction station on the Dorking to Horsham line which sees an hourly train service on Mondays to Saturdays between Horsham and London Victoria. There is no service on a Sunday. The station is always unmanned and fitted with simple facilities (waiting shelters, ticket machine (up side only), call points with information

screens, and a stepped subway. The subway is prone to flooding after heavy rain fall. Most passengers catch trains from the 'up' platform and alight from trains on the down side. Observations show that most users will use the crossing rather than the station subway to cross the railway.

The station approach roads have no parking restrictions other than signs asking people not to park in front of the RRV access point on the downside. This results in motorists parking in front of the crossing approach. This can limit sighting of the red/green crossing lights. The roads are lightly used by vehicles owing to the railway severing access, so this road has become popular with cyclists especially at weekends.

A census was undertaken under normal conditions in May 2023, over a nine-day period. This determined that there was a total of 682 crossings made during the period an on average day yielded 51 pedal/motor cyclists and 25 pedestrian using the crossing. The high number of cyclists represent a significant number of vulnerable users. It is Network Rail's view that, based on average household size, a similar number of users could be derived from the new development resulting in a near doubling of the use of the crossing. It would also be expected that additional vulnerable users such as children would be living close to the crossing within the new development and likely interact with the level crossing. It is evident that the proposed development does not consider the impact of pedestrians access on the level crossing from the development and is dependant on a number of routes provided by the nearby north of Horsham development which, whilst consented via an outline, much of which has not yet been built out.

Network Rail's preference would be to provide an alternative means of crossing the railway and to close the crossing to public users. Whilst the subway provides access under the railway, this is not step free and is not often used as well as being prone to flooding.

We would welcome the opportunity to further discuss this and any mitigation that may be considered suitable.

Best Regards,

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