

[REDACTED]

Sent: 27 May 2026 17:31
To: Planning
Subject: Objection to DC/26/0585

Categories: Comments Received

Hi Planning,

I would like to object to planning application DC/26/0585 on the basis of pedestrian and vulnerable road user safety

Access to the site is from the A24 East along Station Road

Station Road is used not only by vehicles but by pedestrians including with pushchairs, runners, cyclists of all abilities, horse riders and mobility scooters

The public right of way for these uses is formally noted, as per the snip below, as WAR1574. This signposted footpath is in the road, it is not a separate footpath alongside the road and separated by a kerb

With the limited traffic accessing the existing station cottages this layout is just about manageable due to the low number of vehicle movement

However, with more than doubling the number of residents due to this application the public right of way in the road will no longer be safe

Far worse than this will be the use of Station Road (which is essentially a country single track lane/footpath) for an extended time for heavy construction traffic. It is marked as a 7.5T route and construction traffic will be well in excess of this limit

Neither the Transport Statement, the Travel Plan Statement or the Transport Statement (Sensitive) highlight that Station Road is a public right of way footpath. This is a gross omission by the Applicant

Additionally it fails to meet Policy 40 of the HDPF where development will be supported if it minimises the conflicts between traffic, cyclists and pedestrians. This Application increases the conflicts

iMap

 King Charles III England Coast Path

 Rights of Way Network

 PERMISSIVE:

 Footpath

 Bridleway

 Cycleway

 G Class Highway

 PUBLIC RIGHT OF WAY:

 Footpath

 Bridleway

 Restricted Byway

 Byway

 Easy Access Trails

 Long Distance Trails

 Common Land & Village Greens

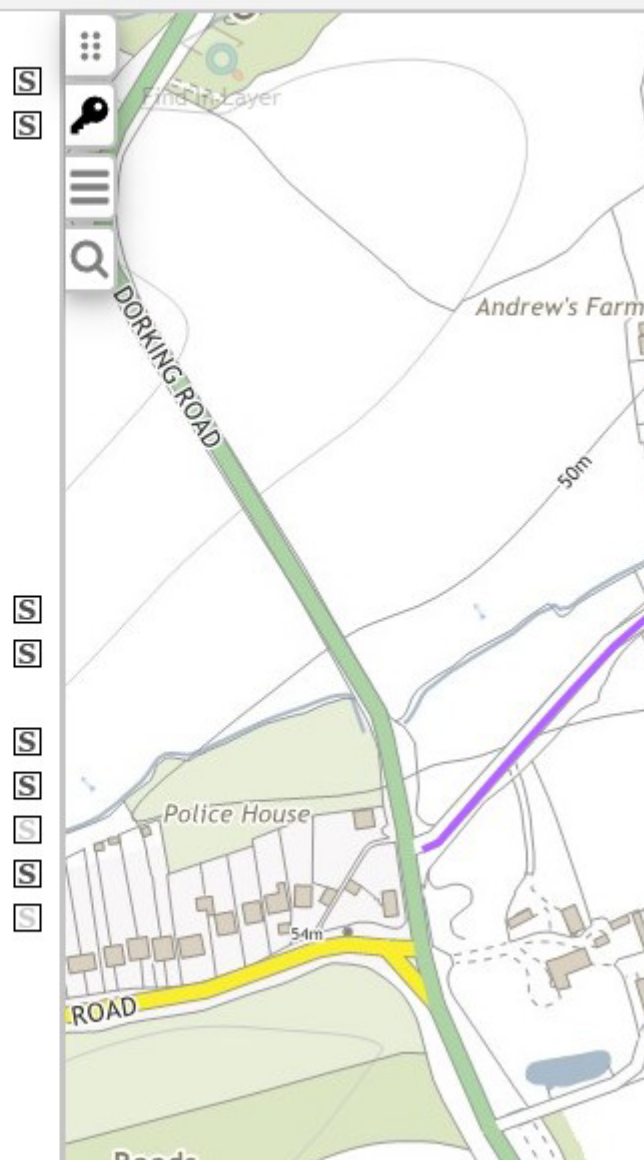
 Common Land

 Village Greens

 West Sussex County Boundary

 West Sussex Parish

 South Downs National Park



The Transport Statements include a proposal for amendments to the A24 to "improve" pedestrian safety while crossing the A24

This proposal is objected to in it's entirety due to the following:

The A24 is too narrow here for such a scheme. It has carriage widths of 3m leaving no margins for HGVs and PSVs at generally 2.55m wide to navigate between the kerb and the refuge

The refuge at 1.5m wide is not enough for person and a pushchair to be waiting while HGVs pass on either-side

The proposal ignores the crossing point immediately to the north of the Station Road/A24 junction that WSCC Highways implemented a few years back. This is the safest place to cross the A24 from East to West as it allows the best visibility around the bend on the A24 to the North

The centre road hatchings on either side of the refuge are very confusing for vehicles. The refuge is almost on the Bell Road Junction and as the hatching are not solid vehicles will be able to do right turns out of Bell Road and from the adjoining residents driveways making the junction chaotic and confusing for both vehicles and vulnerable road users using the crossing

Thanks, 

 - The Granary, Station Road, RH12 3SP