


7 Station Road

Warnham

PLANNING OBJECTION – DC/26/0585

I object to the proposed development to the north of Station Road, Warnham for the following reasons:

Character

The proposed development proposes 24 new houses, there are currently 21 houses. This will more than double the number of dwellings, significantly increasing the number of residents and will significantly impact the character of Station Road. It is clearly out of scale. There is an area of green space used by Station Road residents as an informal community space which the proposal will build on, the loss of this area will detract from the natural environment and negatively impact the character of the area.

Safety

Station Road is a rural road leading to a small number of houses and the railway station. There are a number of residents whose families include young children who walk/cycle to the village school. There is no footpath leading pedestrians and station users between the A24 and the station. The increase in traffic associated with the new housing development would significantly increase risk to these pedestrians, particularly at night as the majority of the road is unlit making it dangerous for those pedestrians.

The junction of Station Road, the A24 and offset to Bell Road has experienced a high number of accidents leading to loss of life and serious injury. The junction is unsafe. The increase of traffic exiting & egressing Station Road would further increase risk of accident. There is no pedestrian crossing to access the village or the station. The proposed traffic island will narrow the A24 and potentially hold pedestrians in the centre of the road. It will reduce visibility of oncoming traffic to vehicles exiting Station Road.

Connectivity

Cycling - Shelly Cycle Path does not extend from Warnham to Horsham, it leads to the A24 dual carriageway. The roads local to Warnham are highly unsuitable for cycling.

Trains – The rail service from Warnham Station is infrequent. In peak times trains arrive once an hour. The service is between 0600 and 2330 Monday to Friday and no service after 1900 Saturday and none on Sunday. There is no bus service to the station. In the past any temporary bus service when the rail service failed has

stopped at the junction with the A24 as it's impossible to turn a large bus, forcing passengers to walk in the road with the risks stated above.

Walking – Pedestrians accessing the village are required as stated above to walk in the road and cross the A24. Pedestrian access to Horsham is via Mercer road & Langhurst Road neither have footpaths or streetlighting, then crossing a 70mph section of A24. Langhurst Road, a narrow rural road serves the brickyard, Biffa refuse handling facilities, Graylands industrial unit and the future incinerator, all of which use large heavy vehicles and the dangers it imposes to pedestrians.

The development relies on proposed transport infrastructure improvements, none of which have been approved.

Statistically, it is likely that the new development will bring an additional 35 cars to the area, the plan does not include for this number, which will lead to increased parking in Station Road and effectively narrowing the carriageway and increasing the risk to pedestrians.

Wildlife & sustainability

This development would have an impact on the wildlife in this rural area, with the loss of habitat, increased air & light pollution and the increased traffic. Surely, we should be protecting the natural environment and not using rapidly reducing green space for new developments particularly as there are already significant developments in North Horsham.

The destruction of ancient woodland should not occur, this will affect the biodiversity, and the removal of trees with TPO's should not be permitted, they have preservation orders for a reason.

The ecology report recognizes that the development will a high negative impact, but suggests that some soft landscaping and aboricultural methods to minimise damage when removing the trees will improve the area.

Privacy

The proposed location is at a higher level than the existing properties, whose owners would be overlooked by the proposed new houses.

Flood Risk

The fields adjacent to the existing properties act as flood fields, protecting north Horsham. The development will convert soft landscape to hard and the runoff will increase the risk of flooding to the existing houses at a lower elevation and the burden on the flood fields. The foul water waste is currently pumped from the properties to the nearby treatment plant, more than doubling the number of properties will overload the existing system.

Access

The proposed access to the rear of the existing properties is narrow and would appear not to allow vehicles to gain access to their garage.

Regards

