
From: Planning@horsham.gov.uk
Sent: 30 May 2023 13:33
To: Planning
Subject: Comments for Planning Application DC/23/0189

Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 30/05/2023 1:35 PM.

Application Summary

Address:	Sandgate Nursery West End Lane Henfield West Sussex BN5 9RD
Proposal:	Outline application for erection of a continuing care retirement community of up to 72 units of accommodation (Use Class C2) and up to 10 starter homes (Use Class C3) with associated community facilities including medical centre and on-site laundry and catering facilities, with access, infrastructure, open space, landscaping and associated works (all matters reserved except for access).
Case Officer:	Amanda Wilkes

[Click for further information](#)

Customer Details

Address:	4 Beverley Road Henfield
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Comments Details

Commenter Type:	Member of the Public
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Other - Overdevelopment - Trees and Landscaping
Comments:	General comment: Sandgate Nursery off West End Lane has been refused permission twice by HDC and on appeal. The current application has been made despite Sandgate Nursery not being included in the Henfield Neighbourhood Plan (May 2021).

Transport: Church Street which becomes Upper Station Road which then becomes West End Lane is already under great pressure due to both moving and parked vehicles both private and commercial. The nearest public transport is available in Henfield High Street. Cars are essential for most residents. A case in point is the Bishop Park (Barratts) development in West End Lane, where we live. The majority of households run two cars. This is a necessity for anyone who needs to get to/from work outside the public transport schedules.

This will be true for many of the households in West End Lane and adjacent roads that feed in. It is worth noting there is continuous traffic, commercial and private including heavy agricultural lorries and heavy duty farm equipment all year round.

Street parking in the entire length of the road from the High Street is commonplace and effectively frequently creates a single-lane road. Parking in Bishop Park is also limited. Recreational traffic vastly increases the load at weekends and during holidays when people come to use the South Downs link.

It is therefore inconceivable that anyone could contemplate adding to this load by permitting development of this site.

The proposed two metre wide footpath in West End Lane and the associated one-way system would compound what is already an area struggling to accommodate the existing traffic demands. The proposal that suggests east-bound traffic at this point should have priority over west-bound will not be workable. Traffic is already often backed up past the Old Railway Tavern due to giving way to the eastbound flow.

Lots of local traffic already routes via Broomfield Road (off Upper Station Road/West End Lane) to then turn left through residential Nep Town to avoid the already congested High Street. This is particularly acute at peak times at the junction of Church Street and the High Street. Any increase in traffic over this whole area, however it is managed, would simply overload an already creaking infrastructure.

Ecology: Being a nursery, the site had very little actual construction and has thus evolved into a wildlife haven. There are many species that theoretically will be present on this site. We know for a fact that there are currently nightingales on the site. Two days ago we stood and watched from West End Lane while a deer grazed on site. Under the auspices of Horsham District Council and Sussex Wildlife Trust, both West End Lane and Hollands Lane have been noted in Henfield's Neighbourhood Plan as wildlife corridors.

Any development of the Sandgate Nursery site flies in the face of the avowed intent to preserve the wildlife in the Sandgate area.

Flooding: The Sandgate Nursery site has a known water flow that causes flooding at both the Northern and Southern sides. On the Northern side (West End Lane) there are drainage channels that never flow freely and cause flooding in the Lane and at the Lawyers Lane junction. The Southern side of the site flows downhill towards the Hollands Lane bridle path, which has no inherent drainage (clay!) and therefore floods the entire area. We are very familiar with the Southern drainage as we walk this area frequently and are very familiar with the footpaths and bridleways.

Construction of buildings and the associated access roads can only increase the water run-off and will serve to exacerbate the existing potential for flooding.

Kind regards