From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 01 January 2025 17:35:13 UTC+00:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application EIA/24/0007
Categories: Comments Received

Comments summary

Dear Sir/Madam,

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

Comments were submitted at 01/01/2025 5:35 PM.

Application Summary

Address:	Former Novartis Site (Phase 3) Parsonage Road Horsham West Sussex RH12 5AA
Proposal:	EIA Screening
Case Officer:	Jason Hawkes

Click for further information

Customer Details

Address:	10 North Heath Lane Horsham

Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Other - Trees and Landscaping
Comments:	We live at the bottom of North Heath Lane, about 100 metres from the Wimblehurst Road entrance to the old Novartis site. Although we agree in principle that the site should be developed for housing, as it is a prime brownfield site which is currently sitting vacant, we believe this recent application should undergo another EIA for the following reasons: 1. We attended the consultation evening at Roffey Millennium Hall on 10 December, and were told that all of the mature cedar trees

were going to be removed. Apparently 2 are very badly damaged, and the others have been 'neglected'. The associated letter from Nexus, dated 25 November 2024, merely states that 'two of the trees are now classified as Category U, whereby the recommendation is that they are removed from the site'. This implies only 2 trees will be removed, not all 9 which have a TPO. We request the evidence is made available to the public (who undertook this survey?), and that the HDC Tree Officer Andrew Bush also undergoes an independent survey, which is also made available to the public. These trees are a stunning part of the landscape, and have been for decades, or even over 100 years: there should be a way to preserve them for future generations, even if it means the plan for the boulevard should be widened, and less homes built? We believe this is a valid reason for another EIA to be carried out.

2. Traffic - we also spoke to a transport consultant on 10 December, who advised that there would be 'significantly less traffic with the new plans of 100% housing, compared to the previous, approved plans which included office space'. The traffic surveys have not been made available to the public, however, and those of us who live locally cannot believe that - on average over every day, and all day/night - the traffic is going to be lower. The consultant kept referring to 2 hours of the day (morning and evening rush hours), and yes, the traffic will probably be less during those hours than what was predicted. However, offices would not draw traffic in the evenings or weekends, which doesn't seem to have been taken into account. What is particularly concerning is the volume of traffic backed up along Parsonage Road already when the level crossing barriers are down (sometimes the wait can be up to 8 or more minutes); when 500+ new homes are built on that site, the roads will become even more gridlocked unless something can be done about the level crossing. Another concern is vehicles exiting onto Wimblehurst Road, especially turning right: we note that a resident of Wimblehurst Road attended a North Horsham parish council meeting in 2022, and raised the point that Novartis, back in the 1970s, deemed that turning right was dangerous, and so made that entrance-only, with the exit to the site being on Parsonage Road. If it was deemed dangerous in the 1970s, why is it no longer an issue, especially with the exponential rise in volumes of traffic that now exist in 2025? We request that all traffic surveys and reports should be fully available to the public, and that this is a valid reason why another EIA must be carried out.

3. Finally, the letter from Nexus dated 18 November 2024, regarding Phase 3, refers to there being 'opportunities for residents to travel by sustainable transport modes'. We believe the opportunity to construct a cycle/footbridge over one on the railway lines that border the site (either south-east across to Hurst Avenue, or south-west across to Foundry Lane) is totally being ignored. We were advised at the Consultation that parking spaces

are apparently being reduced in order to encourage people to walk/cycle/use public transport more: this should therefore be a considered part of the development if the developers and Council seriously want to encourage people to use these more sustainable methods of getting to the town centre/train station/leisure centre/college. This is also why another EIA should be carried out, with the feasibility of a cycle/footbridge being constructed.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



