

8 Station Road
Warnham
RH12 3SR



PLANNING OBJECTION – DC/26/0585

I object to the proposed development behind Station Road, Warnham, on the following grounds:

1. Overdevelopment

The proposed 24 dwellings on a modest parcel of rural land will result in increased footprint, parking, traffic and hardstanding. Station Road is a rural no-through road and there is limited infrastructure in the area. The scale of development (24 units in a single parcel) is urban in character and fails to reflect the informality and spaciousness typical of rural lanes. The proposed development is also overbearing and out of scale with the existing residential properties on Station Road. The curtilage of the existing properties from No. 1- 18 Station Road measure some 4800m² whilst the curtilage of the proposed development is at least 5400m².

2. Transport

The National Planning Policy Framework is intended to promote cycling and walking and reduce car usage while the Horsham District Planning Framework is designed to minimise conflict with cyclists and other road users. This development does not achieve any of these goals.

There is an inherent **bias** in the Transport Report whose language overstates sustainability simply because the proposed development is close to a railway station with infrequent services, while downplaying rural car dependency. The developer should be asked to commission a new transport survey, one that is not entirely biased towards the developer.

Car Traffic:

The Transport report states that additional safety measures are proposed which include junction upgrades and refuge islands. But the report also states that conditions are already safe and have low impact. Why are improvements needed then?

Cycling:

- It is not possible to travel on foot or bicycle from the proposed development to Horsham or Warnham village without crossing dangerous roads
- Shelley Cycle Path does not extend from Warnham to Horsham; it ends at Daux Hill with a footpath that leads to the A24 dual carriageway, the lanes of which are separated by crash barriers making it impossible to cross with a bicycle.
- The Mode Traffic Planning survey itself demonstrates that just one bicycle was observed to travel via Station Road during commuting time on each weekday.

This is because there are no cycle paths, and the roads accessing the proposed development are highly unsuitable for cycling.

- The report states cycling to and from the development is appropriate for proficient cyclists. This is not a policy-compliant standard because it omits children and the elderly in its assessment.

Train:

- It is a 50+ minute walk from the proposed development to Horsham Station. The train service from Horsham to other stations is not relevant in assessing transport options from Warnham, and highlights a lack of credibility in the report.
- There are no train services from Warnham after 18.57 on Saturdays and none on Sundays. It is misleading to state there is an average of one train per hour from Warnham.

Walking:

- In order to access Horsham on foot, pedestrians would still be required to either cross the dangerous A24 to access Warnham village, or the 70mph section of the A24.
 - There are no pavements on Mercer Road and Langhurst Road, meaning pedestrians must walk on the road, sharing it with a large number of heavy goods vehicles, to reach Horsham (again, via the A24 dual carriageway which has no underpass)
 - The proposed development does not reduce the need to travel by car (as required by the HDPPF) it does the opposite. The Mode Transport report relies heavily on another development on Mercer Road, in which future highway improvements and upgrades are proposed, but none of which have been approved. This is weak evidence.

3. Sustainability

In the EcoSurv report, there are areas where conclusions appear overly optimistic or **biased** toward enabling development. Several sections also contain factual errors, missing data, and potential compliance issues.

Bat Surveys

The report only includes a Preliminary Roost Assessment, but no dusk/dawn surveys. But the site contains:

- Mature oak trees with PRFs
- Adjacent woodland
- Good foraging habitat

Under BCT Guidelines this requires activity surveys, but none were done. This is a major compliance gap. Furthermore, there is no assessment on noise impact on the bats by the proposed development.

Great Crested Newts Survey Issues

The report states that *“Ponds 1–3 were subject to presence/absence surveys... 6 visits each.”* And that *“If GCN are found... an additional two visits may be required.”*

Great crested newts were found in all ponds. No evidence is provided that the additional two visits were completed.

[REDACTED]

[REDACTED]

Repeated Claims That Impacts Are “Negligible”

Even where impacts are High Negative, affect protected species and involve habitat loss, the residual impact is almost always downgraded to **“Negligible”**. This pattern suggests optimistic bias.

No Biodiversity Net Gain (BNG) Calculation

Despite BNG being mandatory (post-2024), the report includes no DEFRA metric, no baseline units and no post-development units. This is a major omission.

The developer should be asked to commission a new ecology survey, one that is not entirely biased towards the developer.

4. Parking

- The addition of 24 properties which are likely to house around 30+ cars will increase pressure on the local streets, most notably Station Road itself, thereby making Station Road itself a greater road safety hazard than it is at present, with pedestrians having to walk on the road to access Warnham village.

5. Impact on neighbouring properties and privacy

- It is unclear from the proposed plans at what elevation the new properties will be built at, but currently the land lies at a higher level than the existing properties on Station Road, whose owners would all be overlooked by the new proposed houses.

6. Existing Access Rights

- The existing properties on Station Road have access rights to the rear of their properties, including some garages. The proposed narrowing of the gravel access road appears to make it impossible to turn a vehicle into said garages.

Kind regards

