

View Comment

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Comment ID /4335

Respondent [Campaign to Protect Rural Engl...](#)

Response Date 30 Mar 2020

Current Status Awaiting Processing

Response Type OBJECT

What is the nature of this comment?

Object

Summary The scheme is not sustainable.

Comment CPRE Sussex objects to this proposal for the reasons explained below.

HDC's site appraisal advises the following:

1. The landscape in the area has a strong rural character, and due to its undulating nature is highly visible from a number of vantage points.
2. A development of this scale would have very significant changes on the settlement pattern creating a linear urban form along the A24, and altering the very rural character of this area. The site is close to some listed buildings and a number of these are highly visible in the landscape and would be adversely impacted by development in this location.
3. The site promoter has committed to providing biodiversity net gain but further information is required to understand how this would be achieved, particularly as the proposals would result in the loss of an area of ancient woodland (an irreplaceable habitat) to bring forward the new road upgrade.

3.1 The Appraisal's 'Neutral Impact' Rating for Biodiversity, should therefore be replaced with Red Rating: 'Very Negative Impacts (impacts unlikely/unable to be mitigated)'.

4. The development of this site would not form a single new settlement, but would be a series of interlinked hamlets. None of these individually or cumulatively would be of a sufficient size to be self-contained and offer the full range of services and facilities required to meet the day-to-day needs of its residents. There will still be reliance on Horsham to the south for services and facilities and this could generate additional infrastructure pressures in the town.

5. The positioning of the Sutton and Mole Valley Railway line severs the proposed site into separate eastern and western parcels. Improved pedestrian and cycle connections can be demonstrated to improve connectivity between the two parcels, however, no vehicular access is proposed across the railway line and access to some key facilities such as the local school may be difficult and unlikely to generate community cohesion.

6. The site promoters have suggested the provision of a new parkway station would improve connectivity, although there is no evidence that Network Rail or the train operating companies have endorsed this as a feasible option.

7. Pedestrian and cycle access from the site to the main town of Horsham is considered to be poor, with the main route via the A24, which is inappropriate, for pedestrians and cyclists.

Proposed Change Reject the scheme.

Attachments