

**From:** Planning@horsham.gov.uk  
**Sent:** 08 November 2025 10:44  
**To:** Planning  
**Subject:** Comments for Planning Application DC/25/0894

**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 08/11/2025 10:43 AM.

### Application Summary

Address:	Land To The South of Broadbridge Way Broadbridge Heath West Sussex
Proposal:	Full Planning Application for the erection of 92no. residential dwellings comprising dwellings (54no.) and apartments (35no.), 36% affordable homes, creation of new vehicular access on to Sergeant Way, provision of public open space, landscaping and drainage solutions.
Case Officer:	Matthew Porter

[Click for further information](#)

### Customer Details

Address:	45 Carter Drive Broadbridge Heath
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### Comments Details

Commenter Type:	Consultee
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none"><li>- Design</li><li>- Highway Access and Parking</li><li>- Loss of General Amenity</li><li>- Other</li><li>- Overdevelopment</li><li>- Privacy Light and Noise</li><li>- Trees and Landscaping</li></ul>
Comments:	<p>Dear Head of Development Management,</p> <p>I am writing as a resident of Carter Drive, directly affected by the proposed development, to lodge a formal and vehement objection to the recently submitted amended plans for the above application. While the original proposals, though not without concerns, at least maintained a respectful separation from the existing estate with no through access to Carter Drive, the amendments represent a material and unacceptable intensification that contravenes key material planning considerations under the National Planning Policy Framework (NPPF) 2023,</p>

the Horsham District Planning Framework (HDPF) 2015, and associated guidance. These changes would severely harm highway safety, residential amenity, and the character of the area, warranting outright refusal of permission.

#### 1. Severe Impacts on Highway Safety and Access (Contrary to NPPF Paragraph 110 and HDPF Policies 40 and 41)

The amended plans propose direct vehicular access and connection from the new development onto Carter Drive, transforming what is currently a cul-de-sac serving only existing residents into a through-road for up to 92 new dwellings. Carter Drive is a private road, managed and maintained exclusively by the residents through a dedicated managing agent, with no public highway status or capacity for external traffic. This road is already narrow (approximately [insert approximate width if known, e.g., 4.5m]), frequently overparked by residents, and ill-equipped to handle even current levels of use, let alone the substantial increase in traffic from dozens of additional households.

Such intensification would inevitably lead to:

- Congestion and obstructed access: Existing parking pressures would be exacerbated, creating bottlenecks and hazards for emergency vehicles, refuse collections, and daily access.
- Safety risks for pedestrians and vehicles: The road lacks adequate sightlines, footpaths in sections, and lighting for increased nighttime use, posing dangers to children, elderly residents, and cyclists in this family-oriented estate.
- Inadequate mitigation: No evidence has been provided in the amended plans demonstrating how these impacts will be "cost effectively mitigated to an acceptable degree" (NPPF para 110(c)). The proposals fail to address necessary upgrades, such as widening, resurfacing, or dedicated parking bays, which would be essential to comply with HDPF Policy 40 (requiring "safe and adequate access... suitable for all people regardless of disability, age or gender") and Policy 41 (mandating appropriate parking provision without on-street overflow). Development should only be permitted where "safe and suitable access to the site can be achieved for all users" (NPPF para 110(b)). Here, the reliance on an unsuitable private road without demonstrated resident consent or infrastructure improvements renders the scheme unsafe and unsustainable, justifying refusal on highways grounds.

#### 2. Unacceptable Harm to Residential Amenity (Contrary to NPPF Paragraph 130 and HDPF Policy 33)

The amendments drastically reduce the separation distances between the proposed buildings and existing homes on Carter Drive, rendering the development overbearing and intrusive. Originally, the plans respected a buffer zone that preserved light, outlook, and privacy for current residents; the new layout positions dwellings and apartments immediately adjacent to our rear gardens and boundaries, leading to:

- Loss of privacy and overlooking: Windows and balconies in the new units would directly overlook private gardens and living spaces, breaching the 21m separation guideline for two-storey developments in Horsham's residential areas (as per supplementary planning guidance on amenity).
- Overshadowing and overbearing impact: Taller elements (up to three storeys for apartments) would cast shadows across existing properties, particularly during winter months, reducing natural light and creating a sense of enclosure contrary to good design principles.
- Noise and disturbance: Increased activity from through-traffic, construction, and occupancy would introduce unacceptable noise pollution, disturbing the quiet, low-density character of Carter Drive.

HDPF Policy 33 explicitly states that permission will be granted only where development "does not cause an unacceptable loss of amenity to neighbouring properties through... visual intrusion, noise, [or] disturbance." Similarly, NPPF para 130 requires refusal of proposals that "fail to take the opportunities available for improving the character and quality of an area" or "harm the amenity of... existing... residents." The amended plans fail on both counts, prioritising density over quality and disregarding the amenity protections afforded to established communities.

#### 3. Conflict with Design and Development Principles (Contrary to NPPF Chapter 12 and HDPF Policy 32)

The changes undermine the thoughtful design of the original scheme, which aligned with local character by avoiding integration with the existing estate. By proposing a direct link to Carter Drive, the development now appears as an unplanned extension, eroding the distinct identity of our private cul-de-sac and introducing urbanising features (e.g., higher densities, shared access) incompatible with the semi-rural setting of Horsham Heath. This contravenes HDPF Policy 32 (requiring developments to "respect and enhance local character") and NPPF para

130(g), which demands places that "establish a strong sense of place" through high-quality design responsive to context.

Furthermore, while private legal matters such as rights over the road or restrictive covenants fall outside planning's remit, the proposals' failure to secure viable access without impacting public safety and amenity elevates these issues to material considerations. The absence of any consultation with or mitigation for affected residents underscores a flawed process.

In summary, these amendments transform a marginally acceptable scheme into one that is fundamentally harmful, breaching core protections for highway safety, neighbour amenity, and sustainable design. I urge the Council to refuse permission in full, preserving the integrity of Carter Drive for its existing residents. Should the application proceed contrary to this advice, I reserve the right to pursue all available avenues, including judicial review, to challenge the decision.

I request that this objection be duly noted on the public file and presented to the decision-maker. Please acknowledge receipt and confirm consideration of these material planning grounds.

Yours faithfully,

[Redacted Signature]

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Kind regards

**Telephone:**

**Email:** [planning@horsham.gov.uk](mailto:planning@horsham.gov.uk)



**Horsham  
District  
Council**



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