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Sent: 10 November 2025 20:56
To: Planning
Subject: Formal Objection to Planning Application DC/25/0894 – Proposed Through Road via Carter Drive

Categories: Comments Received

Dear Planning Team,

I am writing to formally object to Planning Application DC/25/0894, specifically the proposal to connect Carter Drive to the new development and convert it into a through road. This represents a significant and detrimental change to the original road layout and poses several serious planning concerns.

My objections are based on the following material planning grounds:

1. Highway Safety – Non-compliance with NPPF Requirements

The proposal conflicts with the National Planning Policy Framework (NPPF), which requires developments to provide safe and suitable access for all users (NPPF, paragraph 110). Carter Drive is a narrow residential road containing:

- multiple single-file pinch points
- on-street parking bays
- driveways directly opposite each other
- limited forward visibility around bends
- constrained carriageway width

These features make Carter Drive inherently unsuitable as a through-route. Additional traffic would substantially increase the risk of vehicle conflict, side-swipes, pedestrian accidents, and blocked access.

2. Road Layout Not Designed for Through-Traffic

The current design of Carter Drive reflects that of a cul-de-sac, not a distributor road. Its geometry does not meet the technical standards set out in:

Manual for Streets (MfS 1 & 2)

West Sussex County Council Highways Design Guide

Both require roads expected to carry through-traffic to be constructed with:

- minimum carriageway width

- appropriate forward visibility
- Sufficient passing places
- safe pedestrian desire lines
- turning areas that do not rely on private driveways

Carter Drive meets none of these criteria.

3. Parking Stress and Highway Obstruction

The existing parking arrangement already results in:

- vehicles regularly mounting the pavement
- reduced visibility at junctions
- cars parked opposite pinch points, causing blockages
- emergency and service vehicles struggling to pass

Introducing through-traffic will magnify these problems and may even create instances where refuse trucks, ambulances, or fire engines cannot safely navigate the road. This represents a significant public safety concern.

4. Traffic Impact – Increased Flows on an Inappropriate Route

Connecting Carter Drive will generate a considerable increase in:

- daily vehicle movements
- peak time congestion
- cut-through traffic seeking faster access to main roads

There is no evidence that Carter Drive has the capacity to safely support this intensification. As required by NPPF paragraph 111, developments should be refused where the residual cumulative impact on the road network would be “severe.”

Given the constraints described, this impact would indeed be severe.

5. Residential Amenity – Material Harm

The proposal will significantly harm the character and amenity of Carter Drive by introducing:

- noise pollution
- air pollution
- loss of privacy
- increased vibration / road noise
- reduced pedestrian safety
- disturbance at all hours

Residents purchased properties on the understanding that Carter Drive was not a through-road. This change materially affects the living environment and cannot reasonably be considered a minor alteration.

6. Absence of Proper Consultation

The extension of the site boundary and conversion of Carter Drive into a through road appear to have been buried in the Transport Assessment Addendum. Not all residents were notified of such a significant change. A proposal of this impact requires clear, transparent and direct consultation, which has not occurred.

Conclusion

For the reasons above — particularly regarding highway safety, capacity constraints, non-compliance with design standards, residential amenity impacts, and insufficient consultation — I strongly urge Horsham District Council to reject this element of planning application DC/25/0894.

Please confirm receipt of this objection and ensure it is fully considered as part of the statutory consultation process.

Kind regards,



77 Carter Drive
Broadbridge Heath
West Sussex