

From: Planning@horsham.gov.uk <Planning@horsham.gov.uk>
Sent: 07 May 2026 14:52:16 UTC+01:00
To: "Planning" <planning@horsham.gov.uk>
Subject: Comments for Planning Application DC/26/0567
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 07/05/2026 2:52 PM.

Application Summary

Address:	9 Montpelier Gardens Washington West Sussex RH20 3BW
Proposal:	Erection of 2no. semi-detached houses on land to the side of 9 Montpelier Gardens. Demolition of single storey element to side of existing No. 9 and erection of a two storey rear extension to the host dwelling.
Case Officer:	Daniel Holmes

[Click for further information](#)

Customer Details

Address:	7 Montpelier Gardens Washington Pulborough
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Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	- Highway Access and Parking - Loss of General Amenity - Overdevelopment - Privacy Light and Noise
Comments:	To Whom It May Concern, I wish to formally object to the proposed development at land to the side of No. 9 Montpelier Gardens, involving the erection of two semi-detached houses, demolition of the single-storey side

element of No. 9, and construction of a two-storey rear extension.

My objection relates primarily to the inaccurate assessment of highway safety and sustainability contained within the planning statement and supporting technical documents.

The submitted report states:

"There are no footways within the immediate vicinity of the site on Montpelier Gardens. However, the reasonably narrow carriageway width of Montpelier Gardens and residential land use lends itself to ensuring that vehicles travel at low speeds within the vicinity of the site. As such, it is reasonable to suggest that Montpelier Gardens operates as a shared surface, which can accommodate the simultaneous movement of both vehicles, pedestrians and cycles."

This statement does not reflect the reality of conditions on Montpelier Gardens.

Vehicles regularly travel at excessive speeds along this road despite its narrow width and lack of footpaths. Residents, pedestrians and cyclists are frequently forced to move out of the carriageway to avoid passing vehicles, often having to stand on private driveways or property entrances while cars pass. This clearly demonstrates that the road does not safely function as a "shared surface" as described within the application.

The absence of dedicated footways already creates a hazardous environment for pedestrians, including children, elderly residents and cyclists. Adding two additional dwellings will inevitably increase vehicle movements, parking pressure and traffic along a road that is already unsuitable for safely accommodating mixed use by vehicles, pedestrians and cyclists simultaneously.

The planning statement's assumption that narrow roads automatically result in low vehicle speeds is incorrect in practice. Existing driver behavior on Montpelier Gardens shows that speeding is a genuine and ongoing issue. The development therefore raises serious concerns regarding:

Pedestrian safety;
Highway safety;
Increased traffic movements on an unsuitable road;
Lack of safe infrastructure for walking and cycling;
The inaccurate portrayal of the road as a safe shared-surface environment.

The application also states:

"The site is located at the end of a no-through road, and the character of the road is quiet and lightly trafficked."

Again, this does not accurately reflect the existing situation. Montpelier Gardens is not a quiet or lightly trafficked road in practice. Traffic already travels too quickly along the road, despite its narrow layout and absence of footpaths, creating ongoing safety concerns for residents and pedestrians.

In addition, access from Montpelier Gardens onto London Road is already dangerous. Vehicles parked along the roadside often restrict visibility and make it difficult to safely pull out onto London Road. Given that London Road is a 60mph road, the junction already presents a significant hazard. Increasing the number of dwellings and vehicle movements from this site would worsen an already dangerous situation and increases the risk of a serious accident occurring.

The supporting technical note also states that:

"The development proposals will result in an imperceptible increase in vehicle movements during both the morning and evening peak hour periods, as well as over the course of an average weekday."

This conclusion fails to properly reflect the existing congestion and operational difficulties already experienced on Montpelier Gardens. The road is frequently congested due to parked vehicles and its restricted width. Vehicles already often have to reverse along sections of the road because they are unable to pass or safely turn around. The addition of further dwellings, driveways and associated vehicle movements would inevitably add pressure to an already problematic and unsafe situation.

The proposed driveways onto Montpelier Gardens would therefore further increase conflict between vehicles, pedestrians and cyclists on a road that is already unsuitable for the level of use it currently experiences.

In addition, the application lists Meadowfield Hospital as a local hospital amenity in support of the site's sustainability credentials. I would like to point out that Meadowfield Hospital is a specialist mental health facility and should not be considered a general hospital amenity for the purposes of assessing access to everyday services and community infrastructure. Its inclusion within the application gives a misleading impression of the level of local healthcare provision available to future residents.

I ask that the planning authority properly assess the real conditions on Montpelier Gardens through a site visit and give appropriate weight to the existing safety concerns experienced daily by residents.

For these reasons, I respectfully object to the application.

Kind regards

Telephone:

Email: planning@horsham.gov.uk



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