

Planning Objection

51 The Fieldings, Southwater, RH13 9LY

Application reference DC/26/0197

The current application follows the recent refusal of DC/2025/1400 and proposes a two-storey 3 bed replacement dwelling with three parking spaces.

The Planning Statement in support of the application contains a number of inaccuracies and incorrect statements which are detailed within this report. However, the main concern with the Planning Statement is the lack of acknowledgement regarding the fundamental issue in relation to highway safety.

The Planning Statement fails to respond to the concerns raised by both West Sussex County Highways (WSCH) and the Planning Officer at Horsham District Council (HDC) with regard to DC/2025/1400. As the principle of vehicular access to the site is unaltered by the current proposals then these concerns (set out below) are still valid:

- *'It has not been demonstrated that there is the potential for a safe and secure access from Mill Straight to the proposed dwelling'*
- *'Without the demonstration of visibility splays WSCH cannot conclude that the proposals would not have an acceptable impact on highway safety or result in severe cumulative impact on the operation of the highway network'*
- *'The lack of sufficient detailed plans demonstrating that the proposed access would not intersect with the existing traffic calming features, street furniture including telegraph poles and street light columns'.*

The current application still does not address any of these issues despite WSCH and Horsham District Council's previous requests. Additionally, WSCH and HDC set out detailed requirements for the visibility site lines and once again these have been totally ignored by the applicant.

The visibility splay drawing 152/2025/6 submitted under DC/2025/1400 is exactly the same as the drawing 195/2025/5 which supports the current application. Therefore the previously raised concerns (set out below) are still valid:

- *'The Planning Statement indicates that Mill Straight is subject to a speed limit of 30mph and visibility splays appear to have been demonstrated accordingly, however Mill Straight is subject to a 40mph speed restriction'.*
- *'Visibility splays of 2.4 x 120m are required. The applicant is required to demonstrate visibility in accordance with the above – splays should only intersect the applicant's own land and should be drawn to the nearside edge of the carriageway in both directions or to a maximum offset of 1m'.*
- *'the provided visibility splays are inadequate'.*

As neither of the applications have bothered to adhere to the requests of WSCH we have attached a copy of our drawing 26.06.03 which details the site lines achievable on the site. This demonstrates that to the south-east only 77 metres can be achieved (even utilising the full extent of the plot of 51 The Fieldings which is in excess of the criteria utilised on the submission drawing 195/2025/5) and only 22.6m to the northwest. Both site lines are woefully short of the required 120 metres which is presumably why the requests from WSCH and HDC were ignored.

These site lines are also well short of the 90 metres required for a 30mph speed limit which the application incorrectly stated in DC/2025/1400 was applicable to Mill Straight instead of the 40mph speed limit confirmed by WSCH.

When the criteria used on the submitted drawing 195/2025/5 are utilised, the site line to the south-east reduces to 31.8 metres.

Having ignored in our opinion the most important issue in respect of the application - highway safety - the Planning Statement addresses the two reasons for refusal, residential amenity and parking & turning.

Residential Amenity

Paragraph 6.6 states that the previous application was refused as the *'scale, height and siting would have an overbearing impact'*. Item 6.9 states that the current application *'provides a materially improved overall relationship to neighbouring residential amenity'*.

However, the current proposals propose a dwelling that is 1.2m higher than the previously refused dwelling. Additionally, the previous dwelling had a fully hipped roof whereas the current proposals have gable walls to the south-west and north-east elevation. Both of these design factors materially increase the impact of the proposals on the adjoining dwellings. This is clearly demonstrated by our drawing 26.06.02 which compares the current scheme with the previous application DC/2025/1400 and which clearly demonstrates the increased impact.

Paragraph 6.8 states that the *'reduction in internal accommodation assists in supplying a reduced presence'* due to the scheme being a 3 bed rather than a 4 bed dwelling.

However as clearly stated in the supporting documentation and from measurement of the drawings, the actual floor area is exactly the same as DC/2025/1400. Therefore, there is no *'reduction in internal accommodation'* as stated in 6.8.

Paragraph 6.3 states that the current proposals have been designed to *'remove the functional and amenity harms previously identified'*. However the current proposals create a direct overlooking issue to the private amenity area to the rear of 51 The Fieldings. This is indicated on our drawing 26.06.01, a copy of which is attached.

Therefore, far from reducing impact on adjoining properties, the current proposals have increased impact due to the following:

- Increased height by 1.2m
- Addition of gable walls instead of hipped roofs.
- Direct overlooking from first floor windows to the rear amenity of 51 The Fieldings.

Parking provision, turning and highway functionality

Paragraph 6.13 states that the revised proposals *incorporate 'a condensed access arrangement, improving the practicality and legibility of vehicle movements within the site'* and that therefore *'the revised submission addresses those concerns'* of WSCH. This completely ignores the request of WSCH and HDC for more detailed information regarding visibility splays, etc, as detailed previously.

Furthermore paragraph 7.9 states that the *proposals 'provide a safe and functional arrangement'* due to the widened access, the provision of three parking spaces and the demonstrated turning capability, once again completely ignoring the requirement for site lines based on the correct speed limit for Mill Straight, the location of the telegraph pole, etc, all of which are completely overlooked.

Although the access has been widened, the plans do not indicate the location of the existing telegraph pole which serves a number of properties along Mill Straight (including Hurstbourne) and which is in the centre of the proposed access. This is indicated on our drawing 26.01.01 and marked TP.

Whilst drawing 195/2025/6 has been submitted with a couple of turning areas indicated this does not cover all options and therefore we have attached a copy of our drawing 26.06.04. with additional turning areas indicated. The majority of these turning areas require multiple manoeuvring within the site and therefore there is still a risk that vehicles will be tempted to reverse onto Mill Straight.

The application fails to make any mention of the fact that in order to provide the parking area indicated, the existing rear boundary fence would need to be relocated or removed and the existing ditch would need to be infilled. The current line of the rear fence is indicated in red and annotated on our drawing 26.06.01.

Whilst it is not disputed that the applicant owns the ditch, the relocation of the fence would require planning permission and would then be at variance with the fence line to the rest of the properties in The Fieldings which back onto Mill Straight. This would also be the case if the fence were to be removed as the heavily landscaped boundaries to properties facing Mill Straight to the north-west could not be achieved due to the proximity of the parking bays. The existing foliage between the back edge of the

footpath and the existing fence would also need to be removed, once again at variance with The Fieldings.

Of even more concern, any relocation of the fence would have a severe detrimental impact on the existing vehicular access serving both Hurstbourne and Hurstside, which is presumably why the fence is located in its current position, as these properties were constructed well before The Fieldings.

Therefore, far from resolving the previous objection with regard to parking provision, turning and highway functionality, the current proposals are detrimental due to the following:

- The telegraph pole fouls the vehicular access.
- The parking indicated requires relocating/removing the boundary fence, infilling the ditch and removing the existing planting to the back edge of the footpath.
- Relocating the fence would compromise the existing vehicular access to Hurstbourne and Hurstside.
- Turning within the site is cramped and requires several manoeuvres and may still result in vehicles reversing onto Mill Straight.
- The requirements for the site lines have still not been addressed and cannot be achieved as clearly indicated on our drawing 26.06.03.

Other issues

The revised proposals create a compromised rear amenity for the proposed dwelling. Our drawing 26.06.01 indicates the distance to the boundary from both sides of the dwelling as well as to the centre of the building which is only 6 metres.

51 The Fieldings will cause overshadowing to the already insufficient amenity space of the proposed dwelling as indicated on our drawing 26.06.01 covering the majority of the access doors and associated terrace.

The siting of the building approximately 600mm from the boundary to Hurstside/Hurstbourne will have a detrimental impact on the existing boundary planting. The officer's report for DC/2025/1400 *stated 'the retention of the existing mature boundary treatment would screen the development from most vantage points'*. Therefore the proposed siting is unacceptable as it would remove the well-established boundary screening.

It should also be noted that the application form states that there are no trees or hedges on adjacent land even though item 6.4 of the Planning Statement refers to the 'screening provided by the existing boundary treatment'.

The officer's report in respect of the application DC/2025/1400 stated that *'The proposed solution should avoid car parking dominating the street scene. Therefore parking should be to the side rather than in front of the property. Where these criteria are not met applications should be refused'*. The application proposes all three parking spaces adjacent to the front boundary of the site together with the extensive turning area. Therefore the front of the site will be virtually all hard landscaping with limited scope for planning and so car parking will dominate the street scene. As stated in the previous officer's report, this should result in a refusal.

The submitted drawings have a number of fundamental errors as indicated on our drawing 26.06.02. Of the 13 windows, 4 are incorrect on either the plan or elevations (30%).

The relationship of the proposed dwelling to the Hurstbourne/Hurstside boundary would require scaffolding being erected beyond the boundary line which would adversely impact the boundary planting. Additionally the scaffolding, site access, material deliveries, etc, may also impact the access drive to Hurstside.

Whilst not a direct planning consideration the practicalities of building out the site where all site access, material deliveries, etc, will need to be direct from Mill Straight with no on-site turning facility and vehicles will have to reverse onto Mill Straight during the course of construction. This will also apply to delivery vehicles, removal lorries, emergency vehicles, etc, if the site were to be developed.

The location plan indicates a red line around the site but excludes the area for the new vehicular cross over. The red line boundary needs to be amended to include all of the

application site and the necessary notice served on the landowner together with Certificate B (not Certificate A as submitted).

Conclusion

The current proposals do not address the reasons for refusal of DC/2025/1400 and in many instances create more issues.

Although not a reason for refusal in respect of DC/2025/1400, the lack of adequate site lines is a fundamental issue with regard to highway safety.

The proposals are for the same floor area but with an increased height and replacement of hipped roofs with gables so therefore the impact is increased on adjoining properties.

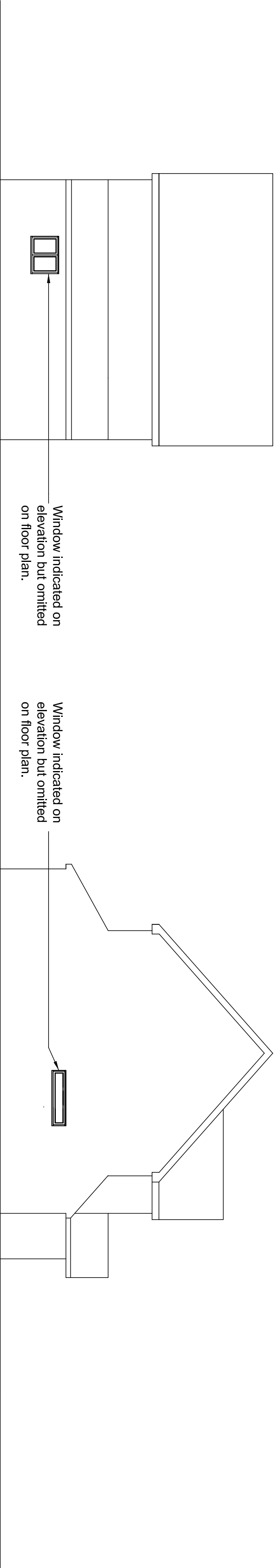
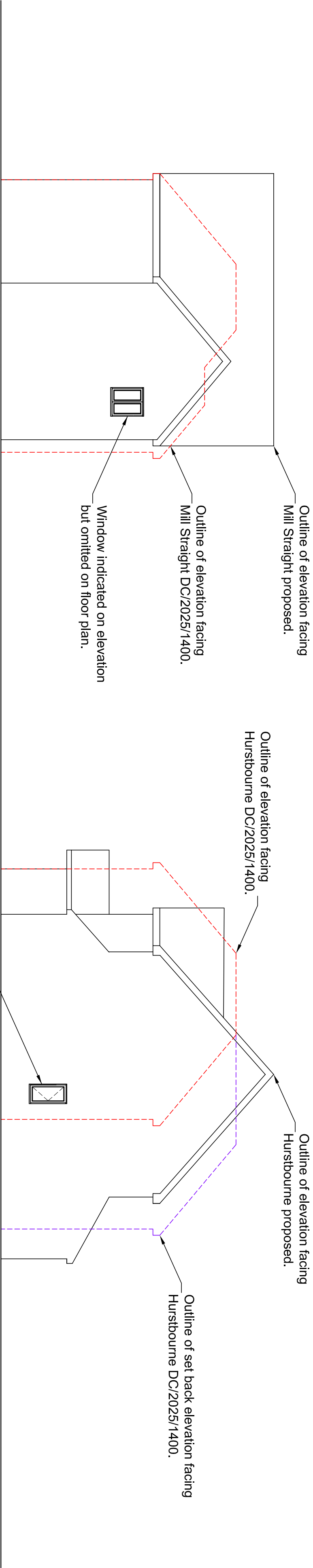
The application requires the relocation/removal of the existing rear fence which does not form part of the submission, the infilling of the existing ditch and the loss of the existing vegetation to the rear edge of the footpath.

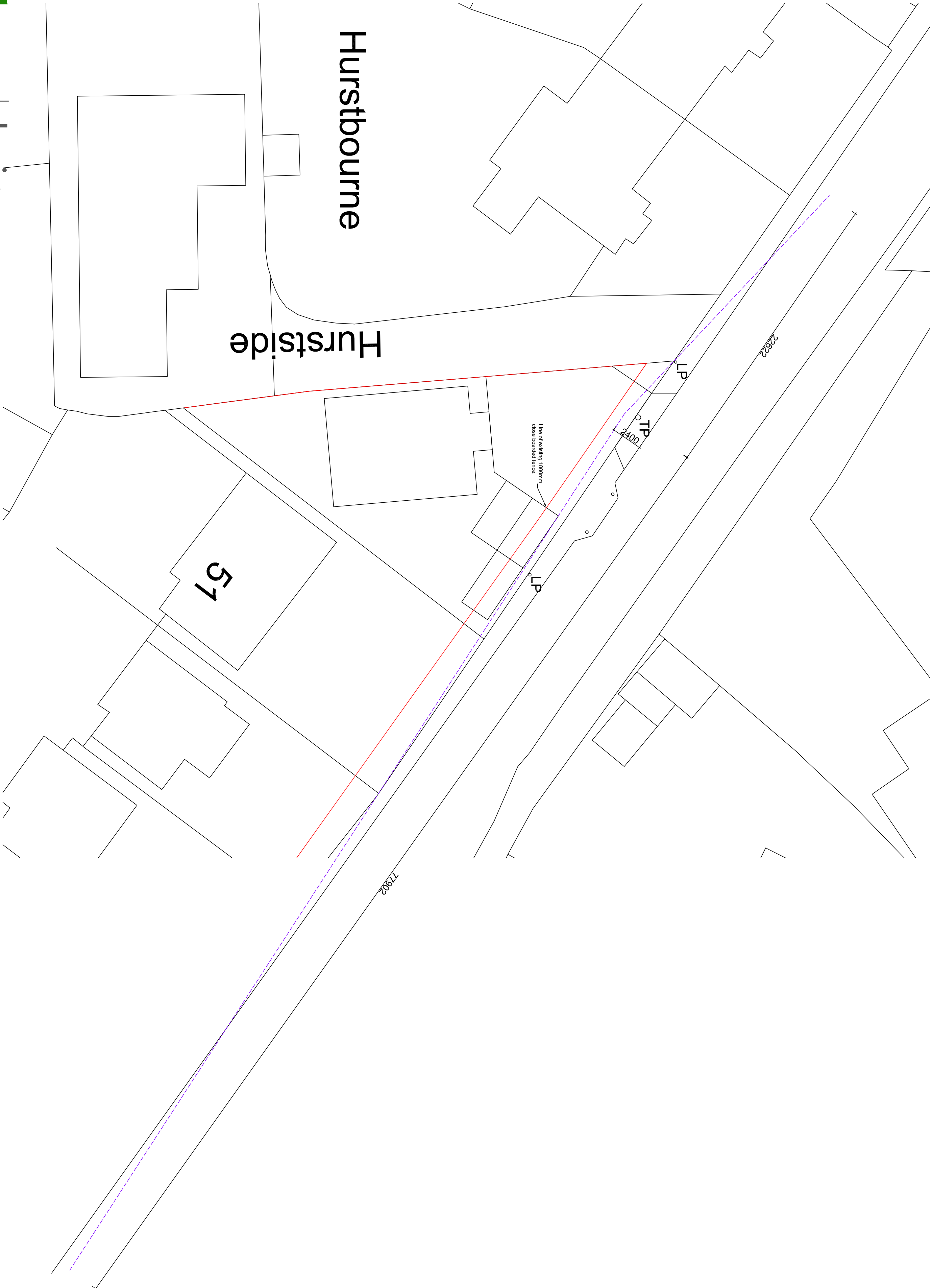
The proposals create direct overlooking at first floor level to 51 The Fieldings.

The proposed amenity space is inadequate.

The proposals will adversely affect the boundary planting to the Hurstbourne/Hurstside boundary.

The proposals still create a vehicle dominated street scene.





Hurstbourne

Hurstside

51

Line of existing 1800mm
close boarded fence.

LP

TP

LP

22622

77392

fulcrum design

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Site Lines

DC/2026/0197
51 The Fieldings, Southwater.

Site Area Paper Size Drawn by Date Scale Drawing No.
A2 GS 18-03-36 1:200 26-06-03

Hurstbourne

Hurstside

fulcrum design

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