

Planning Objection Letter - DC/26/0094

Planning Application: Proposed New Dwelling Adjacent to 23 Broadwood Close, Horsham
RH12 4JY - DC/26/0094

Executive Summary

This objection raises significant planning concerns regarding the proposed new dwelling adjacent to 23 Broadwood Close. In particular, the proposal seeks to introduce an additional dwelling onto a highly constrained site that relies on shared parking infrastructure which is already operating at or near full capacity, and which is accessed only via a narrow pedestrian footpath.

The key issues include inadequate parking provision, unreliable parking survey evidence, existing parking stress within the communal parking area, lack of a credible construction logistics strategy, potential obstruction of a public footpath, overlooking of neighbouring gardens, and impacts on highway safety and neighbouring residential amenity.

Taken together, these issues indicate that the proposal conflicts with relevant policies within the Horsham District Planning Framework (HDPF) and material considerations under the National Planning Policy Framework (NPPF).

In particular, the proposal fails to demonstrate that the development can be delivered safely and practically given the severe access constraints of the site.

Introduction

I write to formally object to the above planning application for the demolition of an existing extension and the construction of a new two-bedroom dwelling adjacent to 23 Broadwood Close.

While we recognise the need to deliver additional housing within existing settlements, development must comply with the National Planning Policy Framework (NPPF) and the Horsham District Planning Framework (HDPF 2015). In this case the proposal raises serious concerns relating to parking provision, the accuracy of submitted evidence, construction logistics, highway safety, and impacts on neighbouring amenity.

For the reasons set out below, I respectfully request that the application be refused.

1. Inadequate Parking Provision (HDPF Policy 41)

Policy 41 of the Horsham District Planning Framework requires that new residential development must provide adequate car parking provision and must not create unacceptable pressure on existing parking infrastructure.

The planning statement submitted with the application asserts that parking demand from the proposed dwelling would be accommodated within the existing communal parking area in Broadwood Close, and that the submitted parking survey demonstrates sufficient capacity.

However, this assertion is not supported by the actual parking conditions experienced by residents.

The applicant's Car Parking Survey claims that on the 30th September 2025:

- there are 30 available parking spaces within the relevant area
- 14 spaces were available at 6pm
- 12 spaces were available at 8pm

These statements are incorrect. Additionally, doorbell camera footage from our property on that date (see still image from the video in Appendix A) shows that parking in the close was already heavily occupied by approximately 3:20pm on the survey date, making the survey figures highly questionable.

There are in fact approximately 27 parking spaces within this part of the close; however, at least one of these spaces is of questionable safety and cannot reasonably be relied upon as a functional parking space. The effective number of usable spaces is therefore lower than stated.

The claim that 30 spaces exist is therefore materially misleading.

More importantly, the availability figures stated in the survey do not reflect the actual evening parking conditions experienced by residents.

Parking availability in Broadwood Close is already extremely constrained. In practice:

- after approximately 6pm it is common for no parking spaces to be available
- after 8pm it is very rare for any spaces to be available at all

Residents are frequently required to park a considerable distance from their homes due to the existing shortage of parking spaces. This can make normal day-to-day access to properties difficult, particularly for households with young children. For example, when caring for an infant it is often necessary to carry a baby, changing bags, prams and shopping

simultaneously, meaning that parking a significant distance from the property requires multiple trips between the car and the house.

This demonstrates that the communal parking area is already operating at or near full practical capacity, and that the addition of another dwelling relying on the same parking provision would place further pressure on an already constrained parking environment, contrary to the requirements of Policy 41 of the Horsham District Planning Framework.

To provide an accurate reflection of conditions, I have compiled a record of actual parking availability during peak evening hours of the spaces outside of the property without having to walk a significant distance from our house, this is supported by photographic evidence.

Initial observations demonstrating the level of parking congestion within Broadwood close can be found in Appendix B, and supporting photographs in Appendix C.

These observations represent a parking occupancy rate of approximately 96–100% during evening peak periods, which significantly exceeds the 85% threshold commonly used by local authorities to identify parking stress.

Such levels of occupancy are widely recognised in parking studies as indicating a severely stressed parking environment, where even small increases in demand can result in displacement parking and operational difficulties.

This evidence directly contradicts the applicant's survey, which claims that 12 spaces were available at 8pm, and is wholly inconsistent with repeated resident observations.

2. Flawed Parking Survey Methodology

A further concern is the methodology used to produce the parking survey submitted with the application.

Parking surveys are typically expected to follow recognised methodologies including:

- surveys undertaken across multiple days
- inclusion of weekends as well as weekdays
- observations during evening peak demand periods (typically 6pm–11pm)
- clear identification of formal and usable parking spaces
- photographic or mapped evidence.

The submitted survey appears to rely on observations from a single day only, which is insufficient to establish a reliable pattern of parking demand.

Furthermore, several of the survey times recorded (such as 8:00am, 10:00am, 12:00pm and 2:00pm) do not represent peak residential parking demand and therefore provide limited insight into evening parking availability.

In parking studies used by many local authorities, a parking area is typically considered to be under parking stress when occupancy exceeds approximately 85% of available spaces.

Based on observations made by residents, the communal parking area at Broadwood Close frequently operates at close to 100% occupancy during evening hours.

Under such circumstances, any additional residential development relying on the same parking area would inevitably exacerbate existing parking pressure.

Given the significant discrepancy between the parking availability figures presented in the applicant's survey and the parking conditions regularly experienced by residents, it is difficult to place substantial weight on the conclusions of the submitted survey.

In the absence of a survey undertaken over multiple days, including peak evening periods and supported by clear photographic evidence, the data provided does not appear sufficient to demonstrate that adequate parking capacity exists within the communal parking area to support the proposed development, as required under Policy 41 of the Horsham District Planning Framework.

3. Increased Parking Pressure and Highway Safety

A two-bedroom dwelling would realistically generate one or two additional vehicles. Given the existing shortage of spaces, additional parking demand would likely increase competition for spaces, lead to parking displacement, and potentially obstruct manoeuvring areas or access for emergency and service vehicles.

The National Planning Policy Framework requires development to provide safe and suitable access for all users. The cumulative impact of existing parking stress combined with additional demand has not been adequately assessed.

In a parking environment already operating at or near full capacity, even a small increase in demand is likely to result in displacement parking, obstruction and reduced manoeuvrability, giving rise to unacceptable impacts on highway function and safety.

4. Construction Logistics and Deliverability

The planning submission does not adequately demonstrate how the demolition of the existing extension and the construction of a new two-storey dwelling could realistically be undertaken given the extremely constrained site access.

The planning statement confirms that pedestrian access to the property is via the existing footpath bordering the site. However, this footpath is approximately 1.5 metres wide and is further restricted by the presence of a lamp column, which further reduces the usable width.

Construction activities associated with a development of this nature would normally require:

- demolition equipment and machinery
- removal of demolition waste and rubble
- delivery of construction materials including bricks, timber, scaffolding and roofing materials
- access for construction workers and contractors.

Given the extremely narrow access route, it is difficult to see how these activities could occur without encroaching onto neighbouring private property or obstructing the public footpath.

A further practical issue concerns the placement of waste skips during demolition and construction. Demolition of the existing extension and construction of a new dwelling would inevitably generate significant volumes of waste material which would normally require the use of one or more skips. Given the constrained access arrangements and the absence of vehicular access to the site, it is unclear where such skips could realistically be located.

The narrow pedestrian footpath would clearly be unsuitable for this purpose, and there appears to be no space within the application site itself where a skip could be delivered or safely positioned. In the absence of vehicular access to the site, it is unclear how skips or heavy materials could be delivered or removed without occupying the public footpath, neighbouring land or communal parking spaces. The planning submission does not address how demolition waste would be managed in practice.

In addition, the application does not explain how construction workers and contractors would access the site or where their vehicles would be parked during the build period, given the existing shortage of parking spaces within the close.

No Construction Management Plan or Construction Logistics Plan has been submitted explaining how these practical constraints would be addressed or how pedestrian access along the footpath would be maintained during demolition and construction works.

In the absence of this information, it is difficult to conclude that the proposed development is deliverable in practical terms without causing unacceptable disruption to neighbouring residents or obstruction of the public footpath.

5. Deliverability of the Development

A further concern is whether the proposed development can realistically be delivered given the severe physical constraints of the site.

The proposal involves the demolition of an existing extension and the construction of a new two-storey dwelling. However, the only access route to the site appears to be via a narrow pedestrian footpath approximately 1.5 metres wide, which is further restricted by the presence of street furniture including a lighting column.

In practical terms, it is unclear how the following activities could be undertaken using such a constrained access route:

- demolition works and removal of rubble
- delivery of construction materials such as bricks, timber, scaffolding and roofing materials
- access for contractors and construction equipment
- waste removal throughout the build process

The planning application does not include a Construction Management Plan or Construction Logistics Plan explaining how these activities would be carried out while maintaining safe pedestrian access along the footpath.

Without such information it is difficult to conclude that the development is deliverable in practical terms.

Planning decisions must consider whether a development can realistically be implemented on the ground. Given the significant access constraints present in this case, the application does not adequately demonstrate that the proposed dwelling can be constructed without causing unacceptable disruption to neighbouring residents or obstruction of the public footpath.

6. Overdevelopment of a Constrained Plot

The proposal represents the intensification of development on a highly constrained plot which currently functions as part of the side garden and access area to No. 23 Broadwood Close.

While small “windfall” developments within established residential areas can be acceptable in principle, they must still demonstrate that the site can accommodate the development without creating unacceptable practical or environmental constraints.

In this case the site is particularly constrained due to:

- the absence of direct vehicular access
- reliance on a narrow pedestrian footpath approximately 1.5 metres wide
- the presence of street furniture further reducing usable width
- reliance on a communal parking area which is already operating at or near full capacity

Taken together, these constraints raise serious concerns regarding whether the site can realistically accommodate an additional dwelling without creating operational and amenity impacts for neighbouring residents.

The proposal therefore represents an overdevelopment of a constrained residential plot, resulting in a level of intensification that the surrounding infrastructure and access arrangements are not capable of supporting.

The proposal appears to prioritise maximising development on the site rather than demonstrating that the site can comfortably and sustainably accommodate an additional dwelling.

As such, the development fails to fully satisfy the objectives of Policies 32 and 33 of the Horsham District Planning Framework, which require development to function well within its surroundings and avoid creating unacceptable impacts on neighbouring land and infrastructure.

7. Overlooking and Loss of Privacy

The proposed dwelling would introduce new first-floor windows facing towards neighbouring gardens located to the front of the proposed property. This raises concerns regarding potential overlooking and loss of privacy for existing residents.

While the site is currently partially screened by mature trees along the boundary, these trees do not fully prevent views into neighbouring gardens and therefore provide only limited visual screening.

Furthermore, the long-term effectiveness of this screening cannot be relied upon. The submitted plans do not indicate that these trees are subject to any Tree Preservation Orders, nor does the application include any landscaping plan or planning condition that would guarantee their long-term retention.

As a result, there would be nothing to prevent future occupiers from removing or significantly pruning these trees once the property is occupied, particularly if they restrict daylight or sunlight entering the proposed dwelling.

If this were to occur, the proposed dwelling could result in direct overlooking of neighbouring gardens, leading to a greater loss of privacy than is currently experienced.

The planning statement accompanying the application asserts that the development would not result in harm to neighbouring amenity, including overlooking. However, the proposed first-floor bedroom window would directly face neighbouring gardens, and the partial screening currently provided by trees cannot reasonably be relied upon to provide permanent mitigation.

The application does not appear to include any assessment of potential overlooking impacts or any design measures to safeguard the privacy of neighbouring properties.

As such, the proposal raises concerns regarding compliance with Policies 32 and 33 of the Horsham District Planning Framework, which require development to respect the amenity and privacy of neighbouring properties.

In the absence of permanent screening or design measures to prevent overlooking, the proposal risks introducing unacceptable impacts on neighbouring residential amenity.

8. Obstruction of the Public Footpath

The footpath adjacent to the site is a public pedestrian route used by residents and visitors including those accessing nearby recreational areas.

The narrow width of the path means that movement of construction materials and equipment could result in partial or full obstruction of the footpath, creating safety hazards and disruption to pedestrian movement.

The application does not provide any information on how pedestrian access will be maintained during construction.

9. Construction Traffic and Local Disruption

Construction activity would inevitably introduce additional vehicle movements, including delivery vehicles, contractor vehicles and waste removal vehicles. Given the existing shortage of parking spaces within the close, the presence of such vehicles could further reduce available parking capacity and potentially obstruct access to the communal parking area.

The planning application does not assess these impacts or provide any mitigation measures.

In addition, the application does not address where construction workers and contractors would park their vehicles during the build period. Construction projects of this nature typically involve multiple tradespeople attending the site on a daily basis, often arriving in vans or other work vehicles.

Given that the communal parking area is already operating at or near full capacity, it is unclear where these vehicles could reasonably park without further reducing parking availability for existing residents.

The likely presence of additional construction vehicles would therefore place further pressure on an already constrained parking environment and could create additional obstruction or access difficulties within the close.

10. Impact on Residential Amenity (Policies 32 and 33)

Policies 32 and 33 of the Horsham District Planning Framework require development to respect the amenity of neighbouring residents and avoid unacceptable disturbance.

The constrained nature of the site and lack of a construction logistics strategy raise concerns regarding noise, disruption, and obstruction of pedestrian routes during construction.

11. Limited Neighbour Notification

It appears that only two neighbouring properties within Broadwood Close have received formal notification of this planning application. In addition, no site notice appears to have been displayed within the close or in a location clearly visible to residents who may be affected by the proposed development.

Given the nature of the proposal and the reliance on shared infrastructure such as the communal parking area and the pedestrian footpath providing access to the site, the development has the potential to affect a wider number of residents within Broadwood Close than those who appear to have been formally notified.

In particular, residents who rely on the communal parking area or regularly use the adjacent footpath may experience impacts relating to parking availability, construction access, and disruption during demolition and construction works.

It would therefore be appropriate for the planning authority to ensure that adequate opportunity is provided for all potentially affected residents to review the application and submit comments before any decision is made.

12. Request for Site Visit

In light of the discrepancy between the applicant's parking survey and actual conditions, I respectfully invite planning officers or members of the planning committee to visit Broadwood Close during the evening (around 7pm) to observe the real parking situation.

Conclusion

For the reasons outlined above, the proposal raises a number of significant planning concerns, including:

- non-compliance with HDPF Policy 41 due to inadequate parking provision
- reliance on inaccurate or unreliable parking survey data
- existing parking stress within the communal parking area
- the absence of a credible construction management or logistics strategy
- the practical difficulties associated with demolition, material deliveries and waste removal given the constrained site access
- the potential obstruction of a public footpath during construction activities
- additional construction traffic and contractor vehicles placing further pressure on already limited parking infrastructure
- the overdevelopment of a constrained plot lacking appropriate access and supporting infrastructure
- the potential for overlooking and loss of privacy to neighbouring gardens if existing screening vegetation is removed

- wider impacts on highway safety and neighbouring residential amenity.

In particular, the proposal fails to demonstrate that the development can be safely, practically and sustainably delivered given the severe access constraints of the site and the existing pressures on shared infrastructure within Broadwood Close.

Taken together, these issues indicate that the proposal fails to adequately address key material planning considerations and does not sufficiently demonstrate compliance with the relevant policies of the Horsham District Planning Framework, particularly those relating to parking provision, design quality and the protection of neighbouring amenity.

I therefore respectfully request that the planning authority refuse this application.

Should the planning authority be minded to consider the application further, it would be appropriate for additional evidence to be provided, including a robust parking survey and a detailed construction management plan demonstrating how the development could be delivered without unacceptable impacts on neighbouring residents.

Yours faithfully,



22 Broadwood Close

Horsham

RH12 4JY

Appendix A

Doorbell camera footage 30th September 2025

2025-09-30 15:19:42



Appendix B

Resident parking observations

Date	Time	Number of available spaces
Saturday 7th March	6:00 PM	0
	8:00 PM	0
Sunday 8th March	12:00 PM	1
	6:00 PM	1
	8:00 PM	1
Monday 9th March	6:00 PM	0
	8:00 PM	0
Tuesday 10th March	6:00 PM	0
	9:00 PM	0
Wednesday 11th March	6:30 PM	0
	8:00 PM	0
Thursday 12th March	5:30 PM	1
	8:30 PM	0
Friday 13th March	6:00 PM	0
	8:00 PM	0
Saturday 14th	4:00 PM	0
	6:00 PM	0
	8:00 PM	0
Sunday 15th March	5:30 PM	1
	8:00 PM	0
Monday 16th March	6:15 PM	0
	8:00 PM	0
Tuesday 17th March	6:00 PM	0
	8:00 PM	0
Wednesday 18th March	6:00 PM	0
	8:00 PM	0

Thursday 19th March	6:00 PM	0
	8:00 PM	0
Friday 20th March	8:00 PM	0
Saturday 21st March	9:30 PM	0
Sunday 22nd March	4:15 PM	0
	6:45 PM	0
	8:00 PM	0

Appendix C

Parking photos

Please find below photographs illustrating the parking conditions within close proximity to the application site. These images demonstrate that, with the current number of residents, the communal parking area is already operating at or near full capacity.

The photographs have been taken at representative times when visibility allowed, and clearly show that available parking spaces are extremely limited or fully occupied.

Due to limited daylight hours, it was not possible to obtain clear photographic evidence at later evening peak times; however, this is supplemented by the recorded parking observations provided in Appendix B.

9th March 6:15pm



11th March 6:30pm



12th March 5:30pm



16th March 6:16pm



17th March 9:57pm



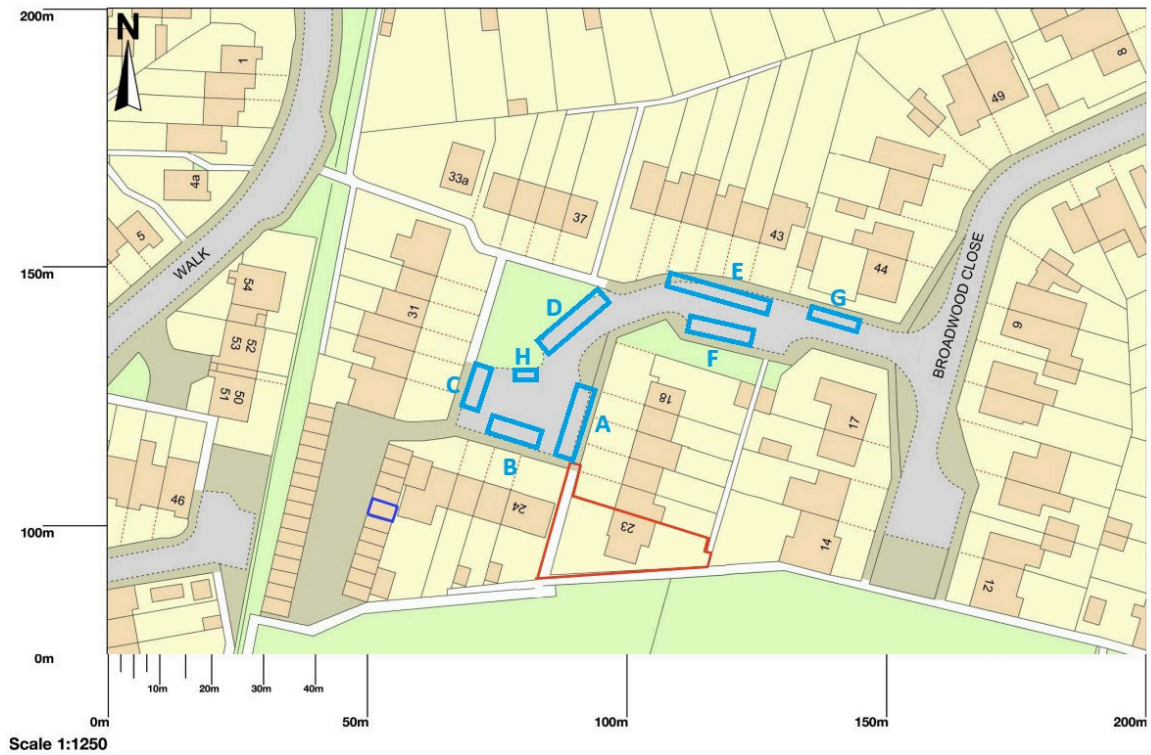
19th March 6pm



22nd March 7pm



Appendix D - Plan showing actual parking spaces



Zone	Number of spaces
A	5
B	3
C	3
D	6
E	4
F	3
G	2
H	1 - Questionable safety
Total	27