38 Churchill Avenue,
Horsham,
West Sussex
RH 12 2JR
18/07/2025

Planning Ref: DC/25/1006.

Dear Sir/Madam,

In reference to Planning application DC/25/1006, I am writing to inform you of my **objection.**

Below are a set of points as to why I object to this application with photos attached as reference:

1. Parking – There is limited parking within this area of the street, given the primary purpose of this highway is a turning circle for the residents and those enjoying the use of the recreations ground. Adding another house to this will cause major issues as this will add at least another two cars to this area; notwithstanding, the application drawing indicating two spaces for the proposed dwelling (noting the application drawings require double back to back parking for the new home and host home). Although there is provisions set for parking on drives I do not believe 35A and 35 will park as they should. Not only that, those that use the park will park where they like as they do already which will leave us (No's 38,40 and 42) with limited space and a lack of space for visitors to park. Reducing the size of the house wouldn't alleviate the issue, ie 3 bed house as this is a parking issue of which both house holds are likely to have two cars each.

   Please consider fig 1, When there are four cars parked, it makes it very difficult for residents, including us, to be able to reverse park onto our drive. In order to park, I am having to straddle the path (Black Arrow) to get round in order to reverse onto my drive (Red Arrow). This would still cause me the same issue if I drove straight onto my drive and reversed off. Reversing off would be dangerous as well particularly at certain times of the day (School drop off and pick ups).
   Fig 1:



   Figure 2 and Figure 3 clearly shows how narrow the road becomes (Red Arrows) when there are cars parked in this area. I believe those that those living in the corner of Churchill (House no 42) are having to reverse all the way back up the road in order to get on their drive as there is not a turning circle for them to manoeuvre in (area intended for this). This is

particularly dangerous and is an accident waiting to happen especially when we are situated very close to two schools which becomes heavy with footfall at the start and end of the school days. In my view this meets the 'severe' test outlined in the National Planning Policy Framework (2024) para 116. I understand that there is a driveway for the new house, however the current owner of no 35 appears to refuse to use his own drive which does not help this matter further. On top of this, anyone that visits us will not be able to park in front of our house even for a few minutes as we will be blocking the road. Furthermore, looking at this situation in a few years time, as all our children grow up there will be no where for them to park and will only cause more issues in the long run.

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Fig 2:



Fig 3:

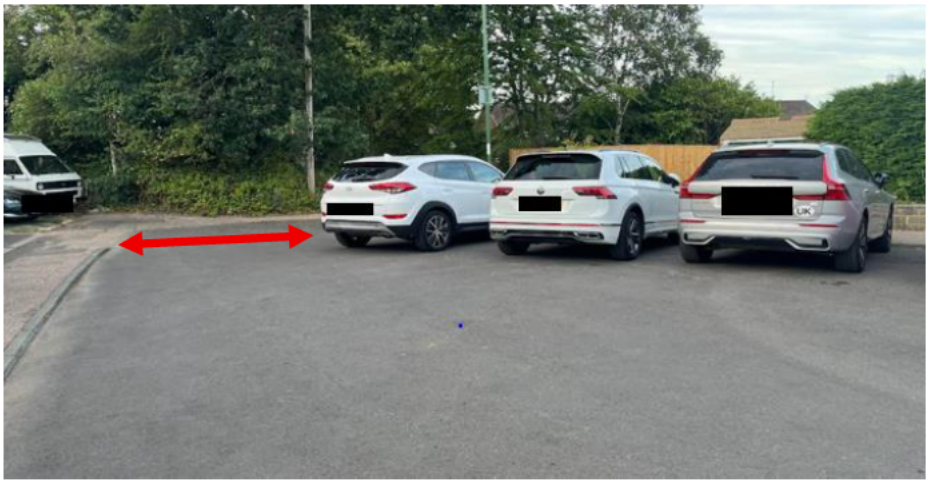


Figure 4 and 5 clearly shows that this part of Churchill Avenue already has parking capacity issues as we have people continuously parking up in the corner over the top of the path. This happens at all times of the day as well as during School drop off and pick up times. If anything, there should be yellow lines implemented in this area to stop cars parking in the turning circle to

ensure it performs it primary highway purpose. Another house and more cars is only going to exacerbate this problem even more.

Fig 4:



Fig 5:



Figure 6 shows what happens when people are trying to turn in the road when there are cars parked opposite. The car reversing has clearly straddled the path and is very close to one of my cars parked on my drive. Again, this will only get worse if another house is built.
We have also experienced people reversing onto our drive in order to turn round, [redacted] Again, caused by lack of space within this area due to too many cars already!

Fig 6:



2. The proposed home is very close to the tree lined boundary to the north eastern boundary of the plot, it has to be that the development during construction and post construction will have an impact on the health of these and their root protection area. Especially, given that tress are rightly identified as contributing amenity. Therefore, it is considered that the development will directly contradict policy 33.6 of the Horsham Local Plan, has a clear presumption in favour of tree retention. Furthermore, I understand that the trees removed were not under a preservation order however the removal of these has also caused us to be exposed to the back of the houses in Hamilton Road. It is a shame that this was never communicated to us earlier and has clearly impacted the wildlife that was there before the trees were removed.

3. It is clear the proposed home is over development. The plot is insufficient to accommodate a dwelling and is unsympathetic both in terms of impact on the street scene and character, which would be contrary to Horsham Local Plan policy 33.3 – Development principles.