


108 Heath Way

Horsham

West Sussex

RH12 5XS

14/09/26

DC/26/1150 – Erection of a single storey side extension – Holbrook Surgery, 9 Bartholomew Way, Horsham, West Sussex, RH12 5JL.

Dear Ms Chowdhury,

I am writing to you in my capacity as a local resident and patient at Holbrook Surgery, living at 108 Heath Way and as a professional local authority Principal Transport Planner (Development Management). I have extensive experience of assessing and determining these types of cases. I am 100% supportive in principle of the concept of development, providing additional health services to cater for existing and future residents in the area.

However, I must register a **holding objection** to the proposals as they stand on a number of transport and highways grounds, which I will outline below:

1. Existing baseline condition

The Design, Access and Planning Statement outlines the case for the expansion of the site to include 2 new clinical consulting rooms, 1 treatment room, a small patient waiting area, associated circulation space and external alterations to integrate the extension with the pre-existing building.

Of particular relevance to transport and highways issues, is the notion that a minimum of 6 staff members are unable to work on site and with the expansion these staff would be able to work on-site and offer more face-to-face appointments. The following existing baseline information is missing to make an informed assessment:

- (a) Existing number of face-to-face appointments offered per day and per week versus against the proposed number of face-to-face appointments that would be offered with the extension.
- (b) Existing trip generation attributed to the surgery of both patients and staff versus proposed trip generation of patients and staff at both an aggregate and mode specific level.
- (c) The assumption that no additional clinical staff would be recruited seems unrealistic, particularly with a new facility and growing demand for health

services and increasing patient registrations. It is unclear as to how the commitment as stated in paragraph 2.3 of the Design, Access and Planning Statement will be fulfilled.

2. Parking and cycle parking provision

The applicant has stated in S6 of the Design, Access and Planning Statement that the car park currently has capacity for 51 parking spaces and 2 cycle parking spaces which are used by staff cycling to work.

The following issues relating to parking and cycle parking provision need to be addressed:

- (a) The applicant has not provided any details of current levels of utilisation and available capacity through out the day. It has conveniently overlooked the fact that the car park is used as a pick-up and drop-off point for the adjacent nursery. No details of disabled parking bays have been provided.
- (b) A parking stress survey across the operational period of the surgery should be provided to demonstrate that there would be adequate capacity in the car park to accommodate additional demand stemming from the development with increased numbers of appointments. This should be for both day-to-day operations, at times when there are seasonal vaccination programmes with large numbers of patients visiting the surgery and during the construction process when several bays would need to be requisitioned as a site compound.
- (c) The applicant needs to be much clearer associated with this development, what short-stay cycle parking is to be provided for patients who may wish to cycle to the surgery. Short-stay cycle parking should be to Sheffield Stand design specification affording ease of access. This should be clearly marked up on all relevant plans and for staff the long-stay cycle parking clearly annotated on all relevant plans. For long-stay cycle parking it should be secure, weatherproof and easily accessible with Sheffield Stands.
- (d) A Car Parking Management Plan must be submitted prior to commencement of operation of the site. This plan should provide details of the quantum of car parking spaces to be provided (including disabled bays) and how with the increase in appointments, monitoring of parking stress will be undertaken and what measures would be implemented to ensure that no parking overspill occurs into the already stressed Bartholomew Way shopping parade car park and neighbouring streets. Of particular concern is the adoption of effective parking management strategies for the construction phase, management of pick-up/drop-offs at the adjacent nursery in the car park (an informal arrangement) and when mass vaccination events occur e.g. for Covid-19 and flu.

3. Parking stress site visit (14/09/26)

An Informal observation of the parking situation on 14/09/26 at approximately 09:50am was undertaken. This revealed estimated parking stress at the following locations of:

Holbrook Surgery GP practice car park – **90%** occupancy of all parking bays.

Bartholomew Way Shopping parade car park – **85%** occupancy of all parking bays.

On-street parking on Bartholomew Way between the junction of Cissbury Close and Lanyon Close – **85%** occupancy of all parking opportunities on the carriageway (assumed to be all-day commuter parking associated with Littlehaven station).

The conclusions that can be drawn from this informal parking stress survey conducted on 14/09/26 at approximately 09:50am would appear to show that the GP car park, shopping parade car park and adjoining carriageway experiences a high level of parking stress. This is reaffirmed by the Lambeth Parking Stress Methodology which considers 85% as the threshold whereby high parking stress is determined.

Further consideration of pre-existing parking stress levels through parking stress surveys to the Lambeth Methodology across the operational period of the surgery is required. From observations on 14/09/26 with the GP practice car park it would be unlikely that the site would be able to operate effectively during the construction phase with the loss of parking spaces to accommodate a site compound. This is an outstanding issue that needs to be considered by the applicant. A reduction in face-to-face appointments during this period would be harmful to patients. It may help a temporary restriction of picking-up and dropping-off children at the adjacent nursery in the practice car park.

It is acknowledged that the 3 areas of parking opportunities that prospective patients attending the surgery, may not continuously experience all day high parking stress. However, the on-street Bartholomew Way parking stress is likely to do so, due to commuter parking, which is typically all day, associated with Littlehaven station.

4. Proposed ground floor plan

The proposed ground floor plan needs further revision in respect of the following:

- (a) The location of the general and medical waste refuse storage facility needs to be clearly shown giving details of the capacity and demonstrating how it meets Council standards.
- (b) The location of long and short-stay cycle parking should be provided giving details of quantum and design specification.
- (c) The proposed ground floor plan should show the whole ground floor and not just half of the pre-existing site for completeness sake.

- (d) Details of the new path should be provided, detailing gradient and materials to be used (landscaping).

5. Servicing and delivery

No mention has been given as to what impact (if any) the increased facility with additional face-to-face appointments will have on servicing and delivery activity associated with the site. Of particular relevance in this case is medical waste. Some indication of existing and proposed servicing and delivery trip generation should be provided. Detailed arrangements for servicing and delivery activity should be provided. A Servicing and Delivery Management Plan should be provided to outline the required information which can be secured by a pre-commencement condition.

6. Construction Management Plan (CMP)

The applicant has totally overlooked the fundamental issue of how the site will operate during the construction process. This information should be provided via a Construction Management Plan to be secured by a Construction Management Plan. The Plan will need to address the following issues: provision of a work programme, details of measures as to how it will mitigate the construction impact upon the highway network and local community, agree to not receiving works movements at high peak periods (08:00-09:00 and 17:00-18:00) and at school drop-off and pick-up times (08:00-09:00 and 15:00-16:00), arrangements for accommodating construction vehicle deliveries e.g. early/late and unexpected deliveries, details of any footway/parking bay suspensions and measures to reduce the environmental impact of works movements. Details of any measures to reduce waste movements should be outlined e.g. any green/reverse logistics strategies to be employed. Of particular concern in this case is how the construction process will be managed to mitigate the impact on the immediate local neighbourhood/businesses and highway network given the residential nature of the area. The CMP should be secured by a pre-commencement condition.

7. Summary

The above-mentioned issues outline why from a transportation planning and highways perspective this proposal must be refused at this current stage, prior to the submission of additional information to help make an informed planning judgement from a transportation and highways perspective. Failure to seek this additional information will have the potential to give rise to an adverse transport and highways impact during both construction and day-to-day operation of the site and potential impact to the neighbourhood and local businesses at the Bartholomew Way shopping parade. This specifically relates to parking issues in a shopping parade area which already sees high levels of parking stress.

Without a thoroughly assessed highways and transport assessment of the potential impact this development particularly during the construction phase and in the interim phase (whilst waiting for a medical centre to open on the Mowbray development site) could have serious impact on users of the surgery, shopping parade and local residents. Therefore it is strongly advised that the actions cited in this submission are required to be addressed by the applicant before a further re-assessment is undertaken both by the Local Planning Authority and Local Highways Authority. Some of the issues such as the requirement for a Construction Management Plan and Car Parking Management Plan will be able to be secured via a pre-commencement condition.

In light of this, I must state that I register a **holding objection** to the proposal on the grounds of transportation and highways impact not being fully considered by the applicant. Once the above-mentioned issues have been addressed by the applicant will it be possible to support the application from a transport and highways perspective.

Yours sincerely,

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