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Horsham Society,  
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8th April 2017.

Horsham District Council,  
Department of Planning and Economic Development and Property,  
Parkside,  
Chart Way,  
Horsham,  
West Sussex,  
RH121RL.

Dear Sirs,

Re: Pavilions in the Park Car Park - Planning Application DC/17/0586

On behalf of Horsham Society I wish to register an objection to the current form of the proposal to re-configure the car park, to provide additional parking bays, being Planning Application DC/17/0586. This proposal does not respect the attractive landscaping and should be rejected on aesthetic and design grounds.

The current parking layout to the front of the Pavilions in the Park presents an attractive entrance to the swimming and sports centre and Horsham Park, with a central path leading from the Hurst Road end of the car park, through mature landscaping, then through the building and into the park. Both the hard and soft landscaping were well designed in 2002 to compliment the front of the then Park Swimming Pool and have matured well in the intervening years. The existing layout is generous, and family friendly, essential to provide a welcoming approach to this leisure facility. This car park is one that Horsham Society has identified as a good example of car parking in our Design Guide.

The proposal treats the car park solely as a source of income, by increasing the number of parking spaces, thus maximising revenue. Any thoughts regarding the design attributes of the parkland setting that the current landscaping design creates have been abandoned, in favour of revenue! The proposal would lose significant areas of attractive landscaping, semi-mature trees and areas for wildlife, which is regrettable and all for a marginal gain in car parking spaces.

The design of the present path is of high quality and adequate width. The proposal is unsafe providing an inadequate access for pedestrians from Hurst Road, which requires negotiating a narrow path, bounded by the overhanging rear of cars or their bonnets. It is a significant downgrading of pedestrian access across the site. Furthermore the path has many lamp post obstructions. The Planning Statement image on page 6 clearly demonstrates the issue of overhanging car bonnets and rears, as well as the location of lamp posts in the path.

There is no one way system indicated for the car park - is one proposed? What happens if no spaces are available? The space in lieu of the zebra crossing adjacent to the entrance would prevent circulation. Would the proposed vehicle space adjacent to the Royal Mail Depot prove cost effective, as it requires the removal of a single tree and subsequent re-surfacing - all for the gain of one space? Motorcycle and cycle access and egress seem to be combined into a narrow 1.50 metre bypass of the barriers. This is unsafe in any health and safety regime. There is a reference to the provision of root protection for trees, but this needs to be clearly defined on the drawings.

The proposal indicates a single entrance to the car park, but two exit barriers, one of which appears to be partially obscured by the end of a parking bay (marked 5 spaces) and so would possibly be unusable when occupied. Furthermore there is no indication of 'traffic priority' for the access road to the Sorting Office.

The scheme proposes to increase the existing car park capacity of 208 vehicles with the addition of 37 spaces. This is a marginal increase of 17%, all for the loss of an attractive landscape layout. **The proposal is inadequate, poorly designed and presents safety issues for pedestrians, so should be rejected on design, aesthetic and safety grounds.**

Is this proposal a cost effective use of limited council resources? Furthermore how does this proposal fit into the strategic planning for the Hurst Road sites.

Yours faithfully,

David Griffiths. (secretary to the planning Sub Committee)