

I am writing to object to the proposed development at 66 Church Road on the grounds of inadequate car parking provision, which raises serious concerns regarding highway safety, local amenity, and policy compliance.

Key Grounds for Objection

1. Traffic Congestion and Highway Safety Risks

The proposed development offers **no on-site car parking**, relying entirely on cycle storage and sustainable modes of travel. While commendable in principle, this fails to acknowledge that many future residents and visitors will still rely on private cars—be it due to mobility constraints, irregular work hours, or nearby destinations beyond walking and public transport reach.

- Without dedicated parking, there's a high risk of overspill onto adjacent streets like Dove Lane and Church Road, which are already busy and narrow. This could exacerbate **congestion, obstruct emergency and service vehicles**, and increase the likelihood of **road accidents**.
- The existing narrow residential roads were not designed to accommodate such pressure, leading to potential conflict and reduced pedestrian safety.

2. Impact on Local Residential Amenity

- Increased **on-street parking pressure** may lead to spillover into nearby residential roads, affecting existing neighbours' ability to access their properties and enjoy peaceful surroundings.
- Cumulative parking stress can reduce **access for refuse collection**, deliveries, and emergency servicing—resulting in **diminished quality of life** for current residents.

3. Non-Compliance with Policy on Parking Provision

While national and local policy (e.g., **Policy DM23: safe and adequate access and parking**, **Policy BCS10** on sustainable travel) emphasises sustainable transport and maximising accessibility, they do not support a blanket refusal of all parking provision where sustainable modes don't fully replace the need for cars.

- **Policy DM23** requires (maximum) parking standards to be respected rather than eliminated. A **zero-parking** strategy should not be accepted where it creates **unreasonable burden** on neighbourhood streets.
- The location, though near public transport (bus stops ~45 m away and Lawrence Hill station ~280 m away), is not so extensively served as to ensure car dependency will vanish. Residents have varied mobility needs and travel

patterns that justify at least some dedicated parking (e.g., disabled users, families, shift workers).

Thank you for considering my representation. Please note that I [REDACTED]
[REDACTED] have direct interest in the impacts outlined.