

**From:**

**Sent:** 16 January 2026 22:08

**To:** Section 62A Applications Non Major <section62anonmajor@planninginspectorate.gov.uk>

**Subject:** Objection to proposed development at Old Castle House, Lawrence Hill BS5 – highways safety, parking and cumulative impact

Dear Planning Officer,

I am writing to formally object to the proposed development at Old Castle House, Lawrence Hill BS5.

This proposal must be considered in the context of a small residential cul-de-sac with severe existing parking stress and constrained access. Parking is already limited, unsafe, and regularly obstructs vehicle movement, including access for emergency and care services.

#### Cumulative impact

When considered alongside the ongoing development on Sarah Street, this proposal represents an estimated 44% increase in the number of dwellings within the cul-de-sac (excluding Hemmings Parade), with no corresponding increase in parking provision. Planning policy is clear that developments must be assessed cumulatively, not in isolation. The combined impact will materially worsen existing problems.

#### Parking demand is being underestimated

While policy encourages sustainable travel, it must also reflect real-world behaviour. According to the Office for National Statistics (2021 Census), the majority of households in England have access to at least one car, and even in inner-city areas with lower ownership, a substantial proportion of residents still rely on vehicles for work, caring responsibilities, disability access, and medical needs.

Assuming low or zero car ownership in a location that already experiences severe parking saturation is not realistic and risks transferring the burden onto existing residents.

#### Highways safety concerns

The current parking situation already:

- Obstructs visibility for drivers and pedestrians
- Forces vehicles onto pavements
- Restricts turning space
- Creates conflict between vehicles and pedestrians

Further pressure will increase the risk of collisions, particularly given the narrow layout of the cul-de-sac and lack of passing space.

### Impact on disabled and vulnerable residents

There are multiple disabled residents and a blind resident living on this street. Existing conditions already make access difficult. Additional on-street parking pressure will:

- Reduce the ability for disabled residents and carers to park near their homes
- Increase trip hazards and obstructions on pavements
- Make safe drop-off and pick-up significantly harder

This raises serious concerns under the Equality Act 2010, which requires that planning decisions give due regard to the needs of disabled people and avoid worsening existing barriers.

### Emergency and service access

Increased congestion will further compromise access for:

- Ambulances and fire appliances
- Waste collection vehicles
- Community care and support services

This is particularly concerning given the vulnerable residents already living on the street.

### Mitigation and alternative approach

If the council is minded to approve the development, I strongly urge that meaningful mitigation be required. At a minimum, this should include:

- On-site parking provision, with serious consideration given to underground or under-croft parking
- Disabled parking spaces located close to entrances
- A robust, enforceable parking management plan

Without such measures, the proposal fails to meet the test of safe, inclusive, and sustainable development.

### Conclusion

In its current form, this proposal would materially worsen parking stress, reduce safety, and disproportionately impact disabled and vulnerable residents, contrary to local and national planning principles. I therefore respectfully request that the application be refused, or substantially revised to address these issues.

Yours faithfully,  
A local resident