

**From:** Planning@horsham.gov.uk <Planning@horsham.gov.uk>  
**Sent:** 11 November 2025 19:05:03 UTC+00:00  
**To:** "Planning" <planning@horsham.gov.uk>  
**Subject:** Comments for Planning Application DC/25/0894  
**Categories:** Comments Received

## Comments summary

Dear Sir/Madam,

Planning Application comments have been made. A summary of the comments is provided below.

Comments were submitted at 11/11/2025 7:05 PM.

### Application Summary

Address:	Land To The South of Broadbridge Way Broadbridge Heath West Sussex
Proposal:	Full Planning Application for the erection of 92no. residential dwellings comprising dwellings (54no.) and apartments (35no.), 36% affordable homes, creation of new vehicular access on to Sergent Way, provision of public open space, landscaping and drainage solutions.
Case Officer:	Matthew Porter

[Click for further information](#)

### Customer Details

Address:	53 Carter Drive Broadbridge Heath Horsham
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### Comments Details

Commenter Type:	Neighbour
Stance:	Customer objects to the Planning Application
Reasons for comment:	<ul style="list-style-type: none"><li>- Design</li><li>- Highway Access and Parking</li><li>- Loss of General Amenity</li></ul>
Comments:	I am writing to formally object to the proposed amendment to planning application DC/25/0894, specifically the changes that would convert the existing cul-de-sac at Carter Drive into a through road connecting to the new development.

I wish to be clear that I did not object to the original application. The land currently offers no community benefit, and I understand the need for housing in the district.

However, the newly proposed through road represents a material and detrimental change to the impact on local residents and should not be approved for several reasons.

#### 1. Non-compliance with the National Planning Policy Framework (NPPF)

Paragraph 117 of the NPPF requires development proposals to:

- "give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas" and
- "create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles."

The amendment fails to meet this requirement. Carter Drive has a pavement along most of its length, but this stops approximately 100-150 metres from the far end, where traffic is currently minimal and only serves a few residents. The proposed through-road would route significant additional traffic past this section, forcing pedestrians - including children, pushchairs, and mobility users - to walk in the carriageway. This substantially increases vehicle-pedestrian conflict and risk.

Additionally, paragraph 116 states that development should be refused if it results in an unacceptable impact on highway safety. Paragraph 115 requires safe and suitable access for all users. Routing through-traffic down a partially pedestrian-unsafe road clearly fails to meet these requirements.

#### 2. Impact on residents

Converting Carter Drive into a through road would significantly increase traffic volumes - potentially over 1,000 additional vehicles per day if Sargent Way is closed - resulting in:

- Increased noise and air pollution.
- Higher risk to pedestrians and cyclists, including children and mobility-impaired residents.
- Loss of the current quiet residential character, reducing overall quality of life for existing residents.

#### 3. Conflict with current council consultation (Consultation for Sargent Way traffic issue)

There is a direct conflict between this planning amendment and

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the recent public consultation regarding restricting or closing the existing through-route at Sargent Way to prevent the estate being used as a rat run.

If that closure goes ahead on the eastern end, diverted traffic would instead be routed through the newly proposed connection past my property. No outcome of that consultation has yet been published, and without this key information, any decision on this amendment would be premature and uninformed. These two processes are interdependent and should not be considered in isolation.

Previous planning at Wickhurst Green caused traffic and access problems, which led to the Sargent Way consultation and should be considered to avoid similar issues here.

#### 4. Inappropriate use of a planning amendment to add a through road

The original application did not include a through road. The cul-de-sac was a material feature that influenced public response. Using a planning amendment to add a through road to enable additional dwellings is a significant change affecting road layout and traffic flow.

The updated traffic modelling provides no assessment of the impact on Carter Drive, nor has the Road Safety Audit Report been updated to reflect the proposed change. Routing traffic through a cul-de-sac not designed for through traffic could significantly increase vehicle volumes and create unacceptable risks for residents and road users.

#### 5. Road ownership / decision rights

The road in question is not adopted by West Sussex County Council. Residents pay a private management company for maintenance. It is therefore unclear who holds legal authority to approve altering a private estate road to become a public through-route. Until ownership and legal rights for residents are clarified, a major access change should not be authorised.

Proposed alternative:

I propose the following to allow development while protecting residents and pedestrian safety:

- Maintain Carter Drive as a cul-de-sac.
- Enlarge the northern entrance for safe vehicular and pedestrian access from Broadbridge Way, similar to the Abbey Homes site at Low Weald Lane, and avoid creating Sargent Way entrance.
- Utilise the space saved from the Sargent Way entrance for the additional dwellings.

This approach allows the development to proceed without creating a through-route past existing homes or breaching NPPF requirements.

Conclusion:

This amendment introduces a materially different development than residents originally engaged with. It conflicts with ongoing council traffic proposals, introduces highway safety risk, and fails to comply with the NPPF.

I respectfully request that the amendment be refused, or that a revised design is required in which:

- Carter Drive remains a cul-de-sac, and
- Access to the new site is obtained from Broadbridge Way instead of Sargent Way.

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Kind regards

**Telephone:**

**Email:** [planning@horsham.gov.uk](mailto:planning@horsham.gov.uk)



**Horsham  
District  
Council**

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