

**Sent:** 19 June 2025 12:36  
**To:** Planning  
**Subject:** DC/25/0894 land south of Broadbridge Way  
**Categories:** Comments Received

Good Morning,  
Please find below comments on this planning application as unable to upload to website.

4 Sargent Way  
Horsham  
07901821840.

This application refers to land originally set aside for a new school on Wickhurst green later to be possible community land project.

Recently a public consultation meeting was held by Vistry to show these plans and gather feedback. There is currently a ground swell of opposition locally due to the additional traffic that this development will add to Sargent Way, and this was reflected at this presentation and at a meeting with WSCC but from the application it is obvious that this feedback was ignored with no change to the plan.

My main point of opposition is access with Vistry's traffic movements stating that there will be a minimum expected traffic movements of circa 200 a day, along with pedestrian safety.

Sargent Way is currently being used by a apparent growing number of traffic using it as a rat run for traffic traveling East to West. There are 1200 movements a day using the Coop car park as a cut through (WSCC figures) to travel West to east which WSCC deems unsafe and is proposing to close the car park as a through route. When this happens this bulk of this traffic will move to Sargent way. This includes a reduced number of HGV's. I can find no mention of these numbers in the traffic modeling report.

There are a number of bottlenecks on Sargent Way with the proposed access point being currently one of them used by residents for on street parking. Vistry also proposes to move the existing lay by from Sargent Way onto the new development reducing further parking on Sargent way.

Further bottlenecks exist at the bottom of Sargent Way/Pelling way where the road is not wide enough to take easily passing traffic, let alone an increase as the road completes a 180 degree change in direction.

Over the last few years there has been a number of incidents with HGV's becoming trapped on the estate and damage caused to vehicles and planting.

Recently a car mounted the pavement having crossed a planting area, wrote off a car in a lay by and travelled across the pathway. Luckily it did not happen during the school travel period as it would likely have caused serious injury or even worse.

The proposed new entry is shown as covering partially a raised table which is designed as a shared space between pedestrians and cars. This does not appear safe.

Another bottleneck is the loading area for the Coop which is opposite the new site at the top of Sargent Way. This received daily deliveries but I have not seen references to this.

The speed limit on Sargent Way and Broadbridge Way is 30mph following the downgrading. Broadbridge way has received no speed reduction or traffic calming measures and the design is the same when it was a 50mph save for two 30mph signs at the Tesco roundabout which are not clearly visible or sight lines maintained. There have been a number of accidents at the junction where these two roads meet at the bus gate and street lighting has been damaged on each occasion making this junction dangerous.

This junction is on the school walking route to the local primary school and I can find no adjustments to the plan to make Broadbridge way safe for pedestrian crossing although the plans show a crossing path way. It is not mentioned in the traffic plan.

This means that to access the school children leaving the new development walking will have to cross Sargent way with increased traffic, blind spots caused by on street parking, using the raised table shared with traffic exiting the new development .

Broadbridge way crossing will require children taking there lives into their hands to cross.

I believe the traffic report is flawed.

Sargent Way is unadopted and Vistry continue to fail to meet the original planning conditions or ongoing maintenance. The new development will have 100% passive electric charging, the old area only has private residential provision meaning the public spaces could see challenges as cars requiring charging move on spaces on the new development if charging is available reducing the available space for parking on the new development.

The new sewer connection for the development will be at the coop end of Sargent way causing disruption whilst this takes place and challenges.

Access is planned via Sargent Way due to ransom strips along Broadbridge Way but I note that a walking route has been planned over these which doesn't make sense.

I accept that this wasteland needs development but the plans need to be adjusted with better access for pedestrians and reduced traffic on Sargent Way and an updated design to Broadbridge way to reduce speed across the whole estate to 20mph as part of this development so that the existing and new development become one.

Sent from my iPad