

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	8 July 2025
LOCATION:	Land To The South of Broadbridge Way Broadbridge Heath West Sussex
SUBJECT:	DC/25/0894 Full Planning Application for the erection of 89no. residential dwellings comprising dwellings (54no.) and apartments (35no.), 36% affordable homes, creation of new vehicular access on to Sargent Way, provision of public open space, landscaping and drainage solutions.
DATE OF SITE VISIT:	Site known to officer
RECOMMENDATION:	More Information / Modification

The application is for the erection of 89 dwellings at Land to the South of Broadbridge Way, Broadbridge Heath. The site is located to the east of the local centre and to the west of the Tesco store. The site was previously reserved for a primary school under planning ref DC/09/2101.

Pre application discussions took place with the applicant in January 2025 and a copy of the advice is included as an appendix to the transport assessment.

Access

Vehicular access will be taken via the provision of a simple priority junction onto Sargent Way. Radii of 6m and a carriageway width of 5.5m with footways provided on both sides.

Visibility splays of 2.4m x 43m are to be provided, vehicle tracking for a refuse vehicle and fire tender has been provided and is acceptable. A stage 1 Road Safety Audit and Designers Response has been provided directly to WSCC and is currently being considered.

Offsite works proposed as part of the application are:

- Infill existing hatching along Broadbridge Way Eastbound with landscaping/vegetation – WSCC are supportive of the approach and would reduce the visual impact of a wide carriageway and support a reduction in vehicle speeds.

- Provide a 3m shared footway/cycleway east of Sargent Way linking to Broadbridge Way;
- in principle I am supportive of the provision, consideration should be given as to how cyclists enter and egress the facility along Sargent Way.
- Provide 2 no. Zebra Crossings along Broadbridge Way; - It is WSCC preference that a single crossing that can be used by both pedestrians and cyclists is provided (Tiger) This would also address an issue raised in the Road Safety Audit.
- Relocate the existing parking layby on the eastern side of Sargent Way to within the development access road. – Additional parking spaces are to be provided within the development to offset the reduction on Sargent Way (3 spaces).

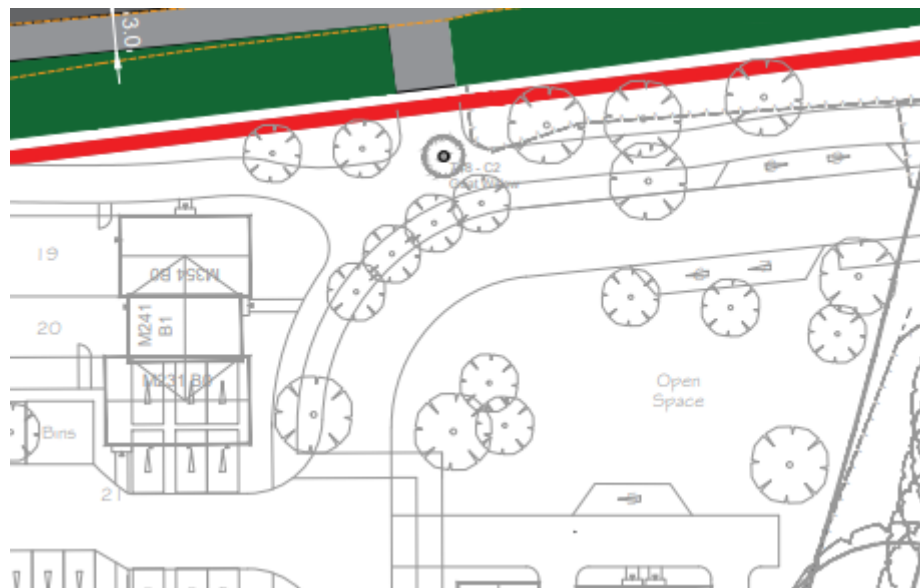
Sustainable Transport

Pedestrian and cycle access

The development proposes linkages to the existing pedestrian and cycle network as well as improvements through the site.

Northern Access

The plans show the provision of shared use link to the north connecting into a proposed crossing. There is a section of land that is not within the red line boundary shown below or within the highway boundary. The applicant should identify how connectivity will be provided.



Connectivity to the South and East

- Two links are proposed onto Old Wickhurst Lane, to the north east of the site a shared use link is proposed and to the south east a pedestrian only connection.
- From the submitted plans it is not possible to ascertain if there is any formal connectivity onto to Carter Drive.

Public Transport

The site is located in close proximity to the bus stops in front of Co-Op which is served by the number 63 bus providing hourly services to Horsham and Guildford. The applicant

should provide funding for real time information screens at the stops to promote future residents travelling by bus.

Trip Generation

The TRICS database has been utilised and the search parameters are agreed. The site is anticipated to generate a total of 34 AM and 31 PM peak two-way vehicular trips.

Junction Modelling

Trips have been distributed according to existing traffic patterns recorded via an Automated Traffic Count. 72% of vehicles would distribute north from the site access and 28% south.

Traffic surveys have been growthed via the use of TEMPRO to a 2027 scenario (opening year) and a 2031 scenario (End of Local Plan) and flows included within the DC/23/1133 Retail Park application at the former depot have been included as a committed development.

Site Access

The site access would work well within capacity in all modelled scenarios.

Broadbridge Way/Wickhurst Lane and proposed mini roundabout.

Previous modelling of the junctions associated with the former depot application was undertaken utilising a VISSIM microsimulation model. The benefit of a microsimulation model is that it is able to assess the junctions in combination and the potential for queueing back through the junctions.

The applicant has attempted to recreate the result of the Friday peak period from the depot application by applying arm intercept adjustments to an Arcady model so it better reflects the queues from the results of the VISSIM model.

If taken at face value the results show that the junction would increase the maximum queues on the Broadbridge Way East arm from 41 to 48 vehicles and 44 to 48 on the Broadbridge Way West arm.

However, the results show that the maximum queue on the Wickhurst Lane approach would be 16 vehicles in a 2031 scenario. The junctions would be approximately 30m apart and as such would not be able to accommodate 16 vehicles (at an average of a 5m per vehicle) it could accommodate a maximum of 10 vehicles if evenly split(which they are not).

It is noted that the ARCADY model includes the following warning that reinforces the point.

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 2	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 4 have 90% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 2	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 4	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	Junction 2	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

As such it is not considered the junction modelling approach accurately reflects the impacts of the development and alternative approaches to the modelling should be undertaken to assess the developments impacts on the junctions.

Layout

Vehicle tracking has been provided for a refuse vehicle and fire tender and are acceptable.

A shared use route is provided from Old Wickhurst Lane along the northern boundary of the site and finishes opposite the junction of Sargent Way / Broadbridge Way. It is recommended that the link is reduced in length to provide a link to the new crossing. This would reduce the potential for pedestrians and cyclists crossing at the bend



Parking

A total of 165 parking spaces are proposed including 141 allocated spaces and 24 visitor spaces (including provision to account for those within the layby on Sargent Way that are being removed)

The applicant should re run the WSCC parking demand calculator as the results presented don't appear to replicate the development proposals

Table 4.3 Proposed Maximum Car Parking Provision

Unit Mix	No. Dwells	Parking Provision
1 Bed Apartment	14	20
2 Bed Apartment	21	77
1 & 2 bedroom house	20	55
3+ bedroom house	31	11
Total		162

Electric Vehicle Charging is to be provided in line with building regs.

Cycle Parking

A total of 103 spaces are to be provided within cycle stores in gardens for houses and for the apartments are to be provided in one central store, whilst it would be beneficial to provide cycle stores in each block to reduce the distance to access a bike the approach is acceptable, It is recommended that a cycle maintenance stand/tools/pump are included.

Travel Plan

A travel plan and travel plan auditing fee would be secured via s106

Sargent Way.

It is noted that there are existing concerns around vehicle flows along Sargent Way and with the use of the co-op car park. The use of ANPR camera enforcement and supporting measures within the car park are due to be implemented.

The development is anticipated to result in an additional 10 AM peak and 9 PM peak trips along Sargent Way which would not be considered to create a severe impact or result in any safety concerns.

Conclusion

Further Information is requested upon:

- Land ownership issues to the North and the ability to construct a connection to the crossing
- Parking demand levels
- Modelling of Broadbridge Way/Wickhurst Lane and proposed mini roundabout.
- Links onto Carter Drive

Modifications to the scheme include:

- Removal of section of shared use at north west of site
- Provision of a single crossing
- Inclusion of cycle maintenance stand/tools/pump in apartment cycle parking area.

Stephen Gee

West Sussex County Council – Planning Services