

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	11 November 2025
LOCATION:	Land To The South of Broadbridge Way Broadbridge Heath West Sussex
SUBJECT:	DC/25/0894 Amended plans and description on 6th November 2025). 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.
DATE OF SITE VISIT:	Site known to officer.
RECOMMENDATION:	More Information

A transport assessment addendum has been provided by the applicant. The assessment notes that the proposed development is to increase by three units to 92 dwellings. The site access proposals would remain the same however due to the proposed reconfiguration of the site a vehicular link would also be created onto Carter Drive

The below is based on the previous requests for further information and consideration of the amendments within the TAA.

- Land Ownership to the north and ability to construct a connection to the crossing
No details have been provided to show how/if the issue has been resolved.

- Parking demand levels

The applicant proposes the provision of 147 on plot parking spaces and 24 visitor parking spaces (total 171) against a WSCC Parking Guidance provision of 206 (188 allocated and 19 visitors spaces)

The shortfall appears to come from each 3 and 4 bedroom house being provided with 2 spaces where the requirements are 2.2 and 2.7 spaces. The variation would be below the variation of 10% that could be acceptable with the provision of sustainable transport initiatives.

- Modelling of Broadbridge Way/Wickhurst Lane and proposed mini rbt

The applicant has provided revised trip generation figures based on the increased units, the results of which indicate that the development would generate an additional two vehicular trips in both the AM and PM peak periods (36 AM Peak and 33 PM peak total)

Whilst a vehicular link has been provided onto Carter Drive, no redistribution of vehicular trips has been undertaken and as such would represent a worse case scenario for junction modelling of the site access and the Broadbridge Way.

The junction modelling has been re-run for the site access and shows the site access working well within capacity.

The applicant has utilised the previously validated VISSIM model from the Former Highway Depot retail scheme (ref DC/23/1133) and provided a 2024 base year and 2031 future year Friday PM peak scenario. The Friday PM peak period provides a worse case scenario.

The previous 2021 surveys have been growthed to a 2031 scenario utilising the update TEMPRO 8 information. The growth rates contained within the core scenario of TEMPRO 8 are lower than those contained with version 7.2 and reflect the lower anticipated vehicular travel from new developments on the wider network.

The modelling indicates that the maximum queues in a 2031 scenario would be comparable to those that were considered acceptable as part of the depot applications consideration. The queues between the junctions would at times block back and result in queues on Wickhurst Lane northbound and from the former highway depot access at the proposed mini roundabout.

The proposal would increase the queues by a single vehicle within the former highway depot site (25.43m to 30.57m queue length) but would marginally reduce the maximum queue on the Tesco Arm.

As such the level of queuing in the peak period would not be considered severe in line with NPPF para 116.

- Links on Carter Drive

A vehicular link is now shown onto Carter Drive and would be available to use by pedestrians and cyclists, no vehicle tracking has been provided for the connection and should be done so.

Whilst the opening up of an access onto Carter Drive would create a through route, it is not anticipated that it would be an attractive route to significant number of vehicles and the northern end of Carter Drive would still be suitable as a shared service. As such no highway safety concerns are raised in principle. The LPA may wish to consider the highway amenity to the increase of vehicle flows on local residents.

Modifications

- Removal of section of shared use at north west of the site

The path appears to have been reduced in width to operate as a footpath, this may still encourage pedestrians to cross at the corner of Broadbridge Way and Sargent Way. If the path is to be kept pedestrian visibility splays should be provided and appropriate crossing facilities provided.

- Provision of a single crossing

A single crossing is shown on plan ref 24069-MA-XX-XX-DR-C-201 P04, Revised commentary has been provided on the Designers Response and discussions will take place to agree the actions.

- Inclusion of a cycle maintenance stand/tools/pumps in apartment.
No additional details have been provided.

Conclusion

Additional Information is required upon:

Resolution of Land Ownership to the north

Parking levels

Vehicle tracking for movements onto Carter Drive

Pedestrian Visibility splays / appropriate pedestrian facilities

Details on cycle maintenance facilities for flats.

Stephen Gee

West Sussex County Council – Planning Services