

To Whom It May Concern,

I am writing to express our opposition to the update to the DC/25/0894 Full Planning Application. Specifically, the expansion of the site to include Carter Drive. The proposed update is concerning for many reasons; I will break these down below.

I first want to highlight that every problem that I mention will be caused to add (squeeze in) **two more houses** on the edge of the estate opposite the end of Carter Drive.

As residents, this update feels deeply disappointing. The land in question was originally intended for infrastructure that would enhance the quality of life for those living on the estate. While the first proposal for housing was not welcome due to the increased traffic it would introduce onto Sargent Way, it was at least contained and broadly understood within the context of local development.

The new proposal, however, goes far beyond what we were led to expect. Transforming Carter Drive into a through road fundamentally changes our living environment for the worse, the opposite of the original promises made for this land. To us the suggestion feels dismissive of the community's needs and the commitments that shaped our expectation of how this space would evolve.

For two more houses.

Traffic and Highway Safety

Carter Drive is already a badly designed road in an estate that prioritized housing density over usability. The lack of visitor parking, inadequate road width and narrow pavements already leads to many sections of the road only allowing one car through at a time. Figure 1 shows the many occurrences of this along the road. Anecdotally it is very rare that you can get from one end of Carter Drive to the other without having to stop for an oncoming car.

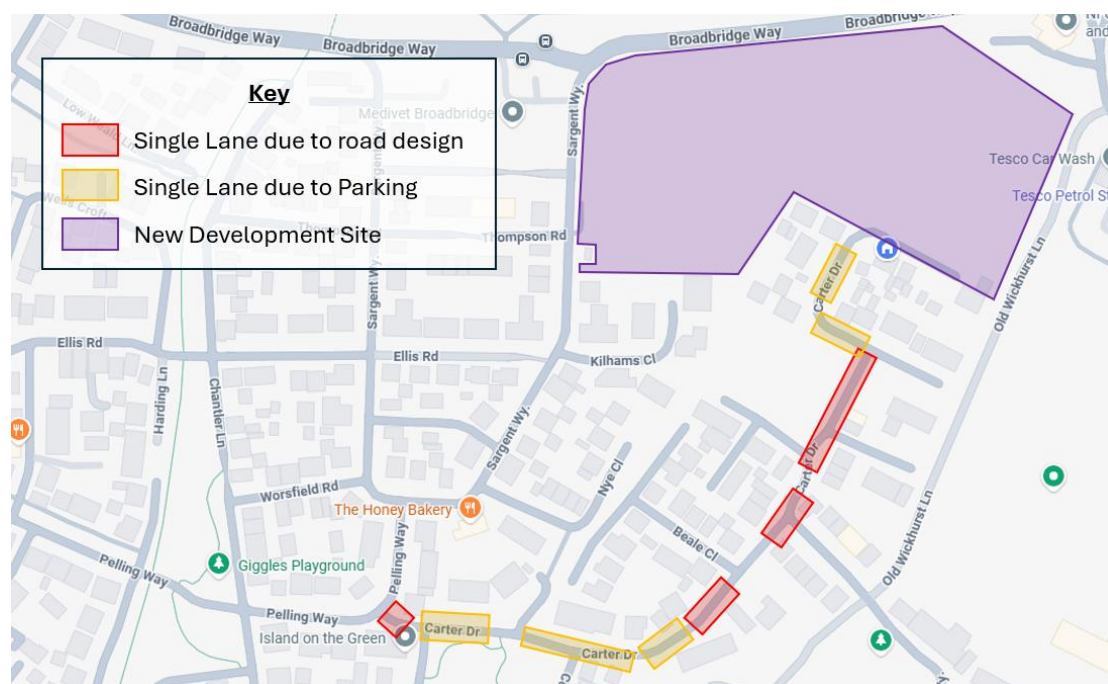


Figure 1: Effective Traffic Calming on Carter Drive

Any increase to the traffic along Carter Drive would have a significant negative impact on the residents of the street, decreasing road safety and increasing traffic. The current Transport Assessment Addendum does not identify any of these effective traffic calming areas and fails to accurately evaluate the suitability of Carter Drive to accommodate more traffic.

The new plan both doubles the number of houses that have access to Carter Drive and doubles the number of houses that have access to the new estate. The assessment concluding in Section 5.2.3 that “*the Proposed Amendments result in an increase of two additional vehicle trips in both the AM and PM peaks*” is a naïve conclusion on the effect of connecting the two estates and is indicative of the incomplete analysis that has been done into the consequences of the new plan.

Pedestrian Safety

It has already been raised with the Council by other residents that, due to the estate’s layout and limited pavement provision, pedestrians (including children, parents with pushchairs, and wheelchair users) are frequently required to be in the road. This is a known safety concern. Considering this, the suggestion from HDC to Vistry to connect the estates and introduce additional traffic into an area with existing pedestrian safety issues is particularly troubling and appears inconsistent with the Council’s duty of care to its residents.

This concern was originally highlighted when Carter Drive was *not* a through road. Extending the length of pavement-less roadway (as shown in Figure 2) and increasing vehicle movements by converting the street into a through route will only heighten the risks faced by pedestrians. Such changes will worsen safety conditions in an area already recognised as problematic.



Figure 2: Highlighted section of through road with no segregated pedestrian paths.

Parking

Visitor parking provision on Carter Drive is already extremely limited. At present, parking along the sides of the road (despite narrowing the carriageway) is the only practical option for many households at the end of the estate. The original proposal shown in Figure 3 preserved this essential parking capacity while also providing dedicated parking for the new dwellings and additional on-street space.



Figure 3: Visitor parking on original proposal

When that proposal was reviewed, Broadbridge Heath Parish Council noted in Section 4 of its response dated 06/08/2025 that:

“The proposal offers insufficient visitor parking relative to the scale and topology of the development. Anticipated household sizes will likely lead to parking overspill and localised congestion. The Council requests the planning authority require additional and appropriately located visitor parking.”

This makes the revised decision (Figure 4) particularly concerning, as it both adds two additional houses and reduces existing visitor parking by approximately 50%. The visitor spaces at the end of Carter Drive are regularly used by residents and are often at capacity during times of increased activity, such as when households have guests, tradespeople attend multiple properties, or delivery vehicles need to stop.

Reducing this parking provision will inevitably displace vehicles onto the new through road, worsening congestion and further compromising both traffic flow and highway safety.

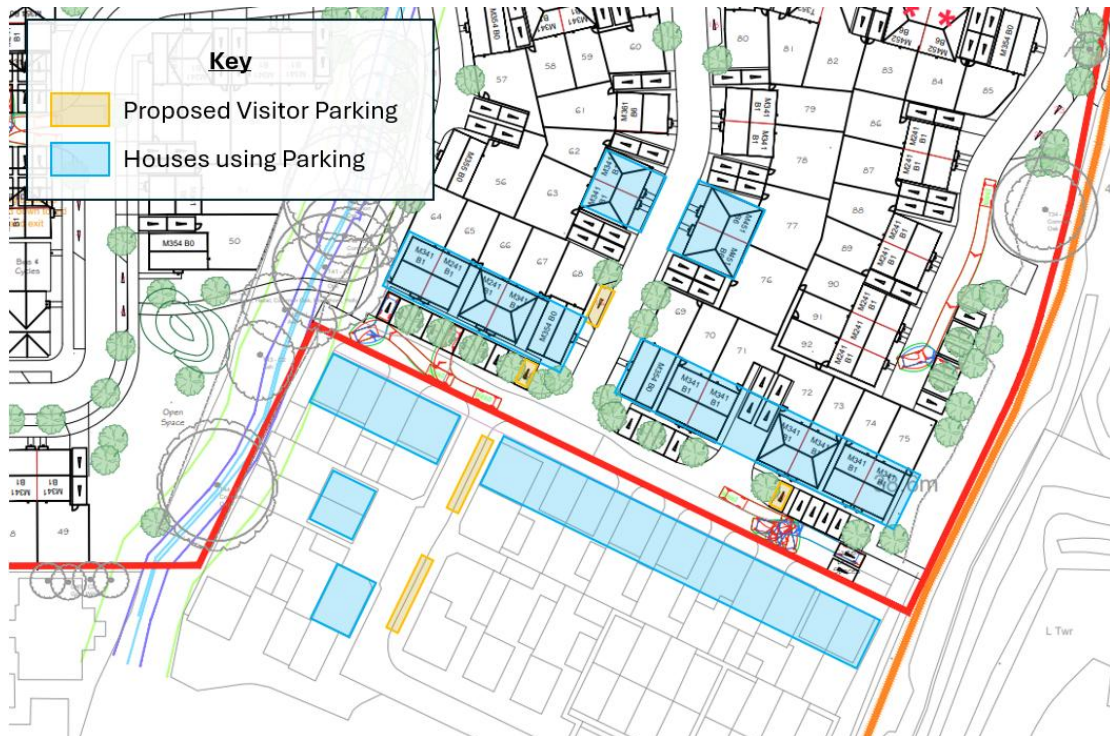


Figure 4: Visitor parking for new proposal

The current Transport Assessment Addendum does not evaluate any of the issues that would come from the reduction in parking.

Disturbance and Noise

The proposed changes would significantly increase disturbance for the households that currently rely on this section of road for access. Shifting the site boundary to the very edge of our gardens will inevitably lead to higher levels of noise, inconvenience, and general disruption for all residents at the end of Carter Drive, contrary to planning principles that seek to protect residential amenity.

Furthermore, the existing private driveway has already begun to show noticeable deterioration after eight years of use. Introducing traffic from an additional seven households will substantially intensify wear on the surface, likely necessitating full resurfacing or, at minimum, accelerating the need for repair. This raises practical concerns, as none of the current residents have agreed to any loss of access to their properties to allow for construction, resurfacing or major maintenance works.

Privacy

The new plan also moves the houses on the new estate closer to the existing houses and removes the trees that were proposed to be planted between the estates. This reduction in privacy to the existing properties is once again not acceptable just so there can be two more houses squeezed in.

Character

Carter Drive was originally designed and constructed as a cul-de-sac. Converting it into a through road would fundamentally alter the established character and function of the street, as well as the day-to-day living conditions of its residents. UK planning

policy places strong emphasis on safeguarding residential amenity, maintaining the character of existing neighbourhoods, and ensuring that new development integrates harmoniously with its surroundings. The proposed change does not align with these principles and would have a detrimental impact on the area.

I hope you will agree, based on the points outlined above, that the proposal to connect the new estate to Carter Drive for the sake of adding two further houses should not progress. The scheme does not meet key planning obligations relating to traffic, parking, safety, noise, disturbance, privacy, and the preservation of local character. More importantly, it offers very limited benefit when weighed against the significant and lasting impact it would have on the existing community.

I therefore ask that the Council give full consideration to these concerns and protect the integrity and amenity of Carter Drive by not giving permission for the updated plans.

Kind Regards,


46 Carter Drive, RH12 3GZ