



HORSHAM ENTERPRISE PARK (LOVELLS SITE – PHASE 1 & 2), WIMBLEHURST ROAD, HORSHAM

Addendum Transport Assessment

June 2025

Lovell Partnerships

RESIDENTIAL DEVELOPMENT
HORSHAM ENTERPRISE PARK (LOVELLS SITE – PHASE 1 & 2), WIMBLEHURST
ROAD,
HORSHAM

ADDENDUM TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Addendum Transport Assessment (ATA) has been prepared by Paul Basham Associates on behalf of Lovell Partnerships to address the highway comments received from West Sussex County Council (WSCC) highway officers on the full planning application for *the 'Residential development comprising approximately 206 dwellings, including the conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimblehurst Road. Car and cycle parking, landscaping and open space and associated works. The replacement of the existing cedar trees at the site.'* (planning reference: DC/25/0629).
- 1.2 In support of the planning application, Paul Basham Associates prepared a Transport Assessment (TA) and Travel Plan (TP). The Travel Plan has been revised to address the comments received from WSCC and demonstrates our client's willingness to create a sustainable development that encourages active and sustainable travel.
- 1.3 This report therefore addresses the comments received in the response dated 16th May 2025. The comments, which are included in **Appendix A**, are summarised below:
- Clarification on the current planning applications
 - Consideration to a Vision-led approach
 - Further information on active travel
 - Site access considerations
 - Highway impact considerations
 - Internal layout considerations
- 1.4 Discussions have taken place with WSCC Highways officers since the comments were received and reference to these discussions have been included in this report where appropriate.
- 1.5 Horsham District Council (HDC) have requested that a third-party review of the submitted TA was undertaken for which this review has been carried out by Stantec. The comments made by Stantec broadly reflect those made by WSCC and reference to their comments has been included within this ATA where appropriate.

Clarification on Live Planning Applications

WSCC Highways Comment: For the purposes of reviewing the current application, the status of the RM applications is quite important inasmuch as whether these could be approved and therefore represent a deliverable fallback; the outstanding RM applications comprise a greater number of dwellings than now proposed, and therefore would result in a greater highway impact compared with the 206 dwellings for which permission is now sought. It would be helpful if the status of the RM applications (i.e. and whether these have a possibility of being approved) could be clarified in light of the above context.

- 1.6 There are currently live planning applications in for consideration with HDC, namely planning references DC/23/0183 and DC/23/0171 for Phases 1 and 2 respectively. It should be noted that this full application seeks to replace the live applications and thus wouldn't be considered as a fallback position. This is due to factors affecting other planning considerations, as opposed to anything highway related.
- 1.7 Despite the position of the live planning applications, we would like to reiterate that there was an outline application for the site for up to 300no. dwellings (on this Lovell part of the site) and other uses, which, although permission lapsed in February 2025, was granted consent and was forecast to have a greater impact on the local and wider road network (as detailed within the original TA) than this revised and lesser volume planning application seeks.

Consideration to a Vision-Led Approach

WSCC Highways Comment: In reviewing the Transport Assessment (TA) and the Travel Plan (TP), it's noted no reference seems to be given to the site adopting a 'vision-led' approach. Given 'vision-led' transport planning is specifically referenced in the National Planning Policy Framework, this is somewhat disappointing.

- 1.8 It is understood that there has been a move away from the traditional 'predict and provide' approach, shifting to a 'vision-led' approach in line with national planning policy and Net Zero targets. This shift is supported by the revised National Planning Policy Framework (Dec 2024). The vision-led approach rather than a forecast-led (predict and provide) is a way of predicting the future trips for a proposed development. It has a strong focus on the shift to sustainable transport modes and looks at providing for the best-case in terms of modal shift, rather than planning for the worst-case.

- 1.9 The opportunities to adopt a vision led approach have been explored, and although enhancing local bus stops was not considered necessary, the proposed improvements to the local pedestrian and cycle infrastructure and proposed Travel Plan implementation and measures would help create a more sustainable development (somewhat aligning with the vision led approach) and in turn would help reduce vehicle trips.
- 1.10 Given that an application had been approved on the site in February 2020 for *“Outline planning application for the erection of up to 300 dwellings (C3) including the conversion of existing offices buildings 3 and 36) up to 25,000sqm of employment (B1) floorspaces and provision of 618sqm of flexible commercial/community space (A1 A2 A3 D1 Creche) use classes) etc (planning reference: DC/18/2687),* it was considered that a comparison between the previously consented scheme and the proposed scheme would provide a more suitable and robust way in determining the impact of the proposed scheme on the local and wider network. For this to occur, similar methodologies in terms of traffic impact assessment were considered to be the best way forwards. Such approach would allow for a logical and proportional comparison in the traffic impacts of up to 300 dwellings against the revised proposals for 206 dwellings.
- 1.11 The comments received from WSCC agreed that the TA considered the worst-case scenario for the highway impact generated by the development, with their comments stating *‘WSCC recognise that this development will generate additional traffic onto the local network, which in turn will worsen existing issues. The modelling is considered representative of a worst case given that no ‘vision’ based scenario with inherent increased share by sustainable modes (and therefore reduced vehicle trip generation) is included. It’s also noted that the development worsens but is not the sole cause of capacity issues. As stated already, the NPPF sets a high bar whereby development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios. WSCC do not consider that this development will result in severe or otherwise unacceptable impacts.’*
- 1.12 Therefore, whilst it is acknowledged that a typical ‘vision-led approach hasn’t necessarily been presented through this application (with good reason and to allow direct comparison with the consent which lapsed in February 2025), the impacts of the development are not considered severe in the context of the NPPF, even with the worst-case assessments undertaken.

- 1.13 The remainder of this report will therefore address the comments raised on the proposed access, active travel, the highway impact and the internal design comments.

2. SITE ACCESS COMMENTS

- 2.1 The site access comments have been reviewed in turn and a response to each set out in this section.

WSCC Highway Comments: The details submitted also indicate the provision of a 'Copenhagen' crossing. Whilst WSCC Highway accept the principle of this arrangement, there are concerns with the details as presented. Although WSCC do not have any formal guidance on the design of 'Copenhagen' crossings, that guidance that is available indicates a need to reduce vehicle approach and turning speeds, and that the crossing distance is kept to a minimum. The layout presented is at odds with this with there being a significant crossing distance and large kerb radii. The crossing should also be placed upon a raised table to further reduce vehicle speeds. It's unclear if this is the case.

WSCC Highway Comment: The arrangement also includes a partial as opposed to full setback of the give way lines. This would result in those vehicles entering stopping partly on Wimblehurst Road whilst pedestrians cross. The use of a partial setback in this instance is not considered appropriate given the level of traffic using Wimblehurst Road.

- 2.2 As set out within the TA, it was proposed that a 'Copenhagen Crossing' be provided across the site access for this part of the development site. This was due to the fact that the design works would reduce the existing distance for pedestrians to travel across the access by revising the existing northern kerbline (and in turn enhance pedestrian priority with a vision-led approach). The comments raised however are noted and have thus access has been re-considered and the 'Copenhagen Crossing' element of the design would be removed. This is primarily a result of internal layout restrictions permitting the crossing to relocate further into the site without having an impact on plots and associated car parking, and thus the WSCC comment in regard to vehicles potentially obstructing Wimblehurst Road traffic would not be overcome.

- 2.3 The pedestrian infrastructure and walking route will be enhanced compared to the existing arrangement in any case given the reduction in width to travel, and the proposed arrangement will also include dropped kerbs and tactile paving which will still support the movement of both visually and mobility impaired users. The revised access design is included in **Appendix B**.

WSCC Highway Comment: A 'Copenhagen' crossing is also shown at the Wimblehurst Road/Richmond Road junction. Some of the concerns stated above for the site access junction would be applicable for this too. The design of both 'Copenhagen' crossings should be reviewed.

- 2.4 It was proposed in the original TA that the Wimblehurst Road/Richmond Road junction would also comprise a 'Copenhagen Crossing' to maintain a 'pedestrian priority'. However, given the comments raised by WSCC in relation to the site access and that the design has been revised to remove the crossing, proposing one at the Wimblehurst Road/Richmond Road junction would mean that it is provided in isolation and would likely lead to confusion for pedestrians and drivers alike. With consideration to the comments made for the site access, and specifically that vehicles would obstruct Wimblehurst Road whilst awaiting pedestrians to cross, this 'Copenhagen Crossing' is also now proposed to be removed. The junction would however still be improved with the addition of tactile paving to encourage mobility and visually impaired users to cross the junction.
- 2.5 Given the removal of the 'Copenhagen Crossing' at the Wimblehurst Road/Richmond Road junction, a safety audit has not been undertaken and thus addresses any comment in this regard within the WSCC highway comments.

WSCC Highway Comment: The Site Plan indicates a number of pedestrian accesses onto Parsonage Road. There are no particular issues with these given they join the existing footway. It's recognised that pedestrians and cyclists can also enter and exit the development via DC/25/0415. A means of preventing vehicular access (with the exception of emergency vehicles) between the two developments would need to be secured by condition.

- 2.6 Noted and agreed that the movement of pedestrians and cyclists through the adjacent development can be secured via condition, and that physical obstructions for typical vehicles (but still facilitating emergency vehicles) would be provided, such as in the form of bollards.

3. ACTIVE TRAVEL COMMENTS

WSCC Highway Comment: The TA provides a relatively high-level assessment of walking routes in the general area with several junctions identified where tactile paving is missing. The Applicant is offering to fund the installation of tactile paving at these locations. Given the relatively low cost of these improvements, WSCC see no reason why these could not be undertaken by the Applicant.

- 3.1 This is noted and agreed, and the client is willing to fund the delivery of the tactile paving as required, or a proportionate contribution should both applications being considered in this location (planning references: DC/25/0629 and DC/25/0415) be approved.

WSCC Highway Comment: With cycling, the assessment is also high-level. Point 3.21 of the TA makes reference to the gentle topography and wide carriageways within the local area making cycling attractive. There is though no mention of any consideration being given against LTN 1/20 or that the majority of carriageways in the local area are very well trafficked making on-carriageway cycling unfeasible for some users.

- 3.2 This has been noted and LTN 1/20 guidance has been reviewed. Although a new Automated Traffic Count (ATC) survey was not undertaken to support the proposed development, given that visibility was shown to the Wimblehurst Road/North Heath Lane/Parsonage Road roundabout to the north and to accord with 43mph to the south, it is considered that (due to the flows calculated during turning count surveys locally), Wimblehurst Road would fall within the 30mph, 6000+ Motor Traffic Flow, Mixed Traffic section of the table demonstrated in **Figure 1**.

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people
 Provision not suitable for all people and will exclude some potential users and/or have safety concerns
 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
 1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Figure 1: LTN 1/20 Appropriate protection from motor traffic on highways guidance

- 3.3 With the above in mind, whilst it is acknowledged that some people could be deterred from cycling given the conditions along Wimblehurst Road, LTN1/20 is guidance, and some people will use the carriageway regardless.
- 3.4 A review of the collision data along Wimblehurst Road and routes into the town centre have also been undertaken to identify any particular road/route that could pose a concern for future cyclists. The data shown in **Figure 2** is from the Department for Transport Mapping Application for Visualising Road Injury Casualties (MAVRIC) and has been set for 1st January 2019 to the latest available date (31st December 2023) timeframe. The casualty type has been set to pedal cyclists.

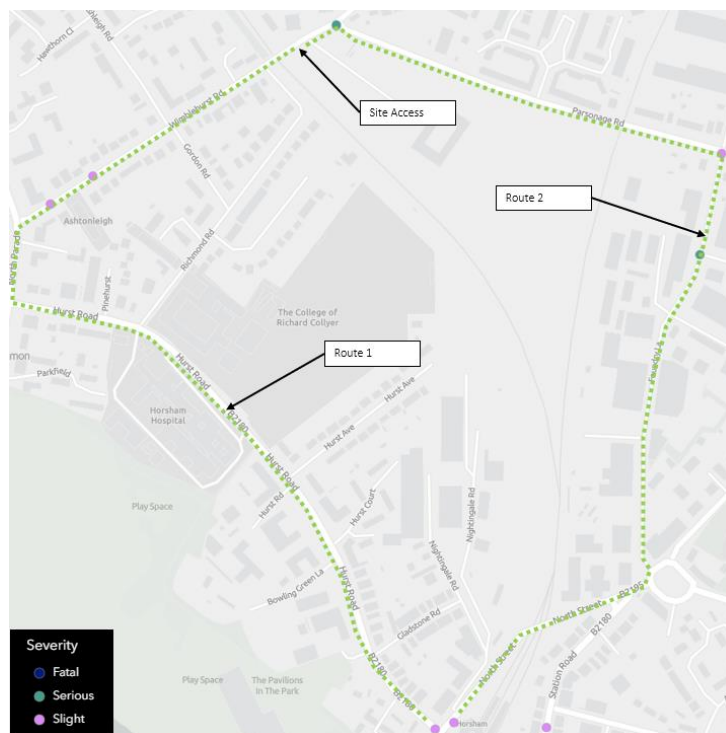


Figure 2: Collision Data for Cyclists (Source: MAVRIC)

3.5 Although any incident is regrettable, the data presented in **Figure 2** demonstrates that there have only been 2 no. recorded incidents involving cyclists along Wimblehurst Road, none along Parsonage Road (which benefits from advisory on-street road marking) or Hurst Road and only 1 no. along Foundry Lane. It is of course appreciated that a couple of incidents have been recorded at local junctions, however, the number of incidents in comparison to the amount of time reviewed is minimal.

3.6 It is therefore acknowledged that some residents may not be encouraged to cycle on the surrounding roads, but others will remain undeterred. It is noted that Wimblehurst Road doesn't currently demonstrate that cyclists ride within the carriageway, and therefore the development could implement advisory on carriageway markings (similar to Parsonage Road) if WSCC deem it necessary. It is also worth reiterating that a scheme for a higher quantum of housing in this location was previously approved, that would likely have generated more cyclists than the proposed scheme.

WSCC Highway Comment: Again with cycling, the Horsham LCWIP identifies routes to the immediate east (Kings Road/North Street) and west (along Wimblehurst Road/North Heath Lane). In the circumstances, the provision of a route from the development site into one of these more strategic cycling corridors seems appropriate and would only benefit future residents; this could form an obligation on the development. It's noted that the location of these LCWIP schemes is mentioned in the Travel Plan but not the TA.

- 3.7 To further improve the cycling infrastructure within Horsham, the Horsham LCWIP proposes a series of strategic cycle corridors to facilitate increased cycling in the local area. The proposed cycling corridors are outlined in **Figure 3**.

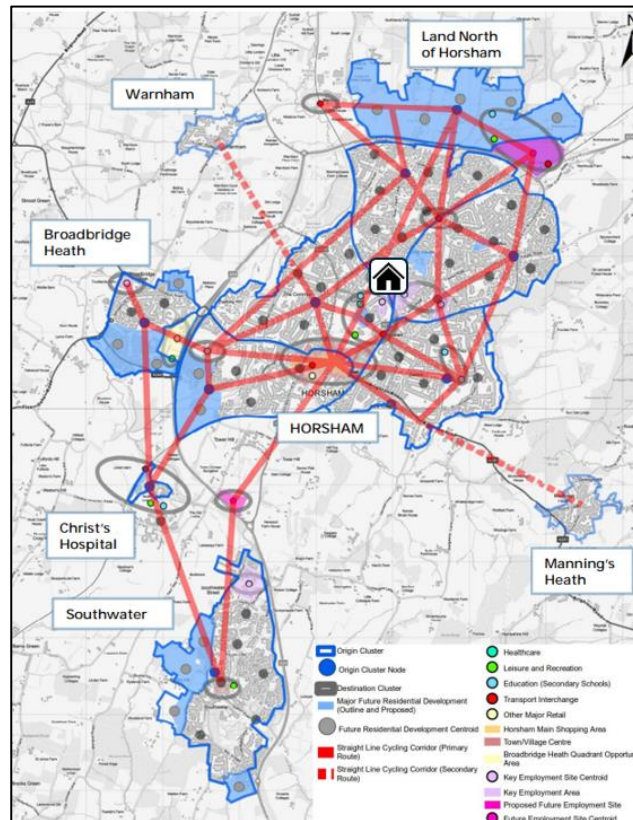


Figure 3: Proposed Cycling Network (straight-line corridor) (Horsham LCWIP)

- 3.8 The location of the site in relation to the routes along Kings Road/North Street and particularly that along Wimblehurst Road/North Heath Lane would mean that future site users would benefit from these improvements.
- 3.9 Any CIL monies collected from the development could be used to implement the LCWIP schemes, but as aforementioned, the development could also fund advisory on carriageway markings along Wimblehurst Road, as it was observed that these are not currently provided.

WSCC Highways Comment: WSCC also recognise that the proposed residential development will be liable for CIL; this was not the case for the previous employment uses. Any CIL monies collected could be put towards the development and implementation of LCWIP schemes.

- 3.10 As aforementioned the site is well located to two of the LCWIP routes (along Kings Road/North Street and along Wimblehurst Road/North Heath Lane) and therefore, the client is willing to fund proportionate and fair improvements (either through CIL payments or S106) if required, with consideration to the proposed quantum of units and location of the site.

WSSC Highways Comment: With regards to local bus stop improvements, the previously secured contribution was to provide real time information. This appears to have been installed already. As such, WSSC would not request specific funding towards nearby bus stops. This would not preclude the Applicant however assessing and improving walking routes to these bus stops.

- 3.11 This comment is noted and as identified within the TA, the client is willing to contribute to improving the walking infrastructure in the vicinity of the site and in turn the routes to the local bus stops.
- 3.12 It should be noted that the comments received through the adjacent application (planning reference: DC/25/0415) stated concerns over the proposals to place the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout on a raised table due to the use by buses. Whilst this comment hasn't specifically been raised within the response supporting this application (DC/25/0629), we would like to make it clear that the raised table element has been removed, but improvements are proposed in terms of the existing crossing islands. The revised/proposed scheme at this roundabout is demonstrated in Appendix C.

WSSC Highways Comment The proposed car club space and vehicle is also noted. This should be secured as part of the s106 agreement. The obligation should cover an agreement over the location of the car club vehicle, the trigger for its provision, and the duration for which the Applicant will fund its provision.

- 3.13 With consideration to this comment, we reiterate that the car club space(s) are being proposed within the adjacent application (for the Muse parcel of the wider site) and therefore, are for consideration through planning application DC/25/0415).
- 3.14 Further details on the car club space(s) are therefore not provided within this response, but should both applications be granted approval, the residents of this site would be able to utilise the spaces in the future, further enhancing the sustainable opportunities of the site.

4. HIGHWAY CAPACITY COMMENTS

4.1 It is noted that WSCC have accepted the following within their application response:

- Trip generation and methodology applied in terms of only assessing private housing and work trips
- Suitable growth rates applied for future year assessments
- No committed developments assessed but that consideration has been given to the adjacent application (DC/25/0415) despite it not technically being 'committed'.

WSCC Highway Comment: B2237 North Parade/Wimblehurst Road junction – Similar to the previous junction, the modelling is showing an existing issue that progressively worsens across the AM and PM peaks with the proposed development. In viewing the outputs, WSCC fully recognise the potential for increased queues and delays with the development. However, the NPPF is quite clear in terms of the test that is to be applied (i.e. unacceptable safety or severe impacts). It's not considered that either of these tests would be met in this instance.

WSCC Highway Comment: As previously identified, there is a potential upgrade that could be made to the software controlling the traffic signals (known as MOVA). This is a low-cost upgrade (£6k) that could benefit the overall performance of this junction.

4.2 It is noted that WSCC stated that the final scheme of improvements is currently unknown for the B2237 North Parade/Wimblehurst Road Signalised Junction, but that an older version of MOVA is currently being used. A mitigation/improvement would be to upgrade the MOVA software, for which WSCC have identified a cost of circa £6K. The proposed development could fund this improvement (or a proportionate contribution towards should the application for the Muse site to the east (planning reference: DC/25/0415) also be granted planning permission) to help alleviate traffic issues.

4.3 WSCC have stated within their response that *'the NPPF sets a high bar whereby development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios. WSCC do not consider that this development will result in severe or otherwise unacceptable impacts'*.

Stantec Comment: Stantec draw attention to the formation of the scenarios. It may be appropriate to include all of the site ('Muse' and 'Lovell' portions) into the with-development scenario rather than having the 'Muse' portion of the site as part of Committed Development. The approach undertaken in the TA may be underestimating highways impact

- 4.4 The approach undertaken in the TA to include the Muse site as 'committed development' was down to the fact that these are standalone applications and in theory, one site could be granted planning approval, but the other site might not. Although planning permission hasn't been granted, at the time of writing, the Muse site has been considered as 'committed development' to assess for a worst-case scenario for the junction capacity assessments but acknowledged this could also be referenced as a 'sensitivity test'. This has been accepted by WSCC highways as a sensible approach.
- 4.5 Due to the access locations and the location of the level crossing (circa 170m east of the proposed site access to the Muse parcel on Parsonage Road), the anticipated routes for development traffic differs slightly between the two sites, and therefore the percentage of traffic through each junction generated by each site also differs.
- 4.6 Ultimately, the '2031 Future Year + Committed Development + Proposed Development' modelling scenario factors in the anticipated highway impact of both the Lovell and Muse portions and therefore is not considered to underestimate the highways impact. Discussions with Stantec and HDC have taken place regarding this comment.

5. SITE LAYOUT COMMENTS

WSCC Highway Comment: The layout also includes a number of quite long access roads with no turning heads. The issue is whether reversing distances would be overly long and therefore exceed standard requirements. The Local Planning Authority should seek the views of the waste collection authority

- 5.1 This is noted and we await formal response from HDC waste collection teams. The tracking undertaken to support the application demonstrates the locations within which the refuse vehicle can safely turn. Where there is no turning areas provided directly adjacent to some properties, the maximum 12m reverse distances are shown on the tracking drawing to indicate how close the vehicle can get to all the properties and bin storage points.

WSCC Highway Comment: There does need to be some consideration given to ensure continuous pedestrian walking routes between this and the adjoining development. As shown, some of the pedestrian routes from this site would land within car parking spaces or dropped kerbs.

- 5.2 This is noted and the exact locations of footways and tie in for each site will be given at the detailed design stages. However, it is worth reiterating that the Muse site will provide a 2m wide footway on the western side of their access road which will connect to the two connections proposed through from this Lovell site, with the footway connection provided on at least one side of the Lovell carriageways in these locations.

WSCC Highway Comment: The means of preventing vehicle access between this and the adjoining development will need to be secured by condition. Such measures will need to deter vehicle access but must still allow access for cyclists.

- 5.3 This is noted and is agreed as aforementioned in **Section 2**.

Stantec Comment: Basement Parking is also part of the parking mix (77 spaces). Whilst Basement Parking is appropriate, the constrained nature of a basement should be fully considered. If spaces are too tight to ensure regular use, even if the spaces are theoretically of sufficient sized, commentary should be made that the parking provision on the site is robust to ensure no overflow into remainder of site or onto the external highway network. The 77 spaces is approximately one-third of the total parking.

- 5.4 As demonstrated in the original TA, a total of 249no. car parking spaces are required to serve the site, but a total of 252no. spaces are being provided, thus an additional 3no. spaces compared to the requirements.
- 5.5 The car parking spaces provided within the basement measure 2.4m x 4.8m, with 6m aisle widths provided where appropriate, which ensures that the space dimensions accord with the standards.
- 5.6 Across the basement, there are spaces which have structural elements such as pillars adjacent to them, and in most instances, there is additional width circa 100 – 200mm on at least one side of the space prior to the pillar. It is acknowledged that some spaces do have pillars on the boundaries of the spaces which border other spaces and as such, the width of the space is restricted a little. However, as shown on the tracking drawing submitted with the TA, where this does occur, the available width is still greater than that of a 'typical' car (see **Figure 4**).

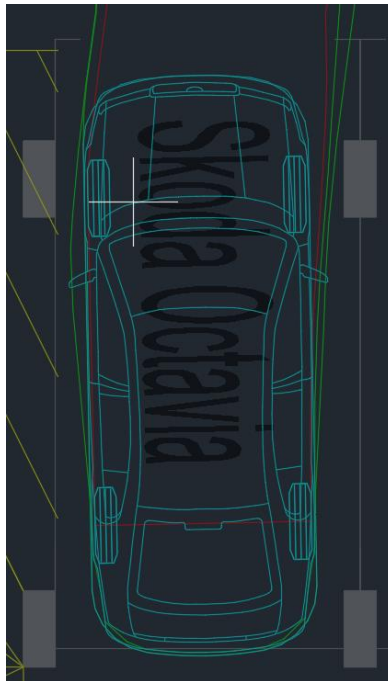


Figure 4: Snip of Car Parking Tracking

- 5.7 Therefore, given that the site is 'overproviding' on spaces in relation to the standards, and that the car parking tracking within the basement shows the spaces are suitable, it is not considered that the basement is providing a constrained nature.

6. OFF-SITE CONTRIBUTIONS

- 6.1 The proposed off-site improvement works, and the related contributions, were noted by WSCC and Stantec in their comments. It is noted that the WSCC highway comments state *'With regards to offsite improvement works, it will be necessary for the Applicants (of both this application and that under reference: DC/25/0415) to identify all works jointly necessary and how these will be subsequently delivered. A note covering both schemes should be provided'*. Whilst a separate note isn't provided, additional commentary is made below.
- 6.2 It is proposed that the costs associated with the off-site works are shared between the developers of each site, Lovell and Muse (assuming both applications are granted approval).
- 6.3 It is envisaged that discussions between Lovell, Muse, WSCC and HDC will take place to agree how much each developer will contribute to the proposed off-site improvement works (presuming a proportional split based on the respective development quantum).
- 6.4 If one of the proposed development sites comes forward without the other, the off-site improvements are still proposed and in this scenario the developer of the land which is approved would cover the full cost for the proposed improvements.

7. SUMMARY AND CONCLUSION

- 7.1 This Addendum Transport Assessment has been prepared by Paul Basham Associates on behalf of Lovell Partnerships Ltd to address the highway comments received from West Sussex County Council (WSCC) highway officers on the full planning application *'comprising approximately 206 dwellings, including the conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimblehurst Road. Car and cycle parking, landscaping and open space and associated works. The replacement of the existing cedar trees at the site'* (planning reference: DC/25/0629).
- 7.2 This report has sought to address the comments made specifically in relation to the site access, active travel, the highway impact and the internal layout.
- 7.3 Ultimately, this Addendum Transport Assessment demonstrates that the site presents a good opportunity to encourage sustainable travel modes, aided with the addition of a Travel Plan, and that as outlined within WSCC's comments, *'they do not consider that this development will result in severe or otherwise unacceptable impacts'*. Therefore, we hope that this report provides the additional information required to enable WSCC highways officers to look favourably upon this development in the context of the NPPF Paragraph 116.

Appendix A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	16 May 2025
LOCATION:	Former Novartis Site Parsonage Road Horsham West Sussex RH12 5AA
SUBJECT:	DC/25/0629 Residential development comprising approximately 206 dwellings, including the conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimblehurst Road. Car and cycle parking, landscaping and open space and associated works. The replacement of the existing cedar trees at the site.
DATE OF SITE VISIT:	As part of previous application
RECOMMENDATION:	Advice

1. Comments are made in respects of,

- Transport Assessment, document number 183.0009/TA/2, dated 13th March 2025
- Travel Plan, document number 183.0009/TP/2, dated 13th March 2025
- Site Plan – Overall – Lovell Site, drawing number HOR-ACG-XX-XX-DR-A-1060

2. At the outset, WSCC Highways acknowledge the separate planning application (DC/25/0415) for 244 dwellings submitted for the eastern part of this development site. Whilst this and DC/25/0415 are separate, there is need to view these applications cumulatively for certain impacts (i.e. capacity, accessibility improvements, and overall master planning). With regards to offsite improvement works, it will be necessary for the Applicants to identify all works jointly necessary and how these will be subsequently delivered. A note covering both schemes should be provided.

3. For the current application site, WSCC Highways recognise that there are Reserved Matters (RM) applications pending approval (DC/23/0171 and DC/23/0183) for Phase 1 and 2 of the approved outline consent (DC/18/2867) for the wider development of this site. It is understood that the current full application will replace the pending RM applications. For the purposes of reviewing the current application, the status of the RM applications is quite important inasmuch as whether these could be approved and therefore represent a deliverable fallback; the outstanding RM applications comprise a greater number of dwellings than now proposed, and therefore would result in a greater highway impact compared with the 206 dwellings for which permission is now sought. It would be helpful if the status of the RM applications (i.e. and whether these have a possibility of being approved) could be clarified in light of the above context.

4. In reviewing the Transport Assessment (TA) and the Travel Plan (TP), it's noted no reference seems to be given to the site adopting a 'vision-led' approach. Given 'vision-led' transport planning is specifically referenced in the National Planning Policy Framework, this is somewhat disappointing. Given also the edge of town centre location, the site would seemingly offer the high potential for challenging targets to be set to encourage significantly reduced car dependency, which in turn may assist in lessening the highway capacity impact identified.
5. Whilst WSCC Highways have reviewed the information submitted, the Applicant should provide a clear statement in terms of their position regarding 'vision-led' transport planning for this development. Ideally the Applicant should revise their approach to accommodate the 'vision-led' approach to transport planning. This may entail additional scenarios being tested within the TA.

Access

6. The site is to make use of an existing access onto Wimblehurst Road, which is subject to a 30mph speed limit. The use of this access was accepted as part of approved DC/18/2867 and has historically been used by now demolished uses on the site.
7. The existing access is quite significant in terms of width and kerb radii. The current application is seeking to amend the access with the northern kerb radius reduced to 6 metres with the southern radius remaining at 10 metres. The TA states that this results in the narrowing of the junction in the vicinity of the crossing to 9 metres.
8. The details submitted also indicate the provision of a 'Copenhagen' crossing. Such an arrangement is intended to give priority to pedestrians crossing with vehicles entering or exiting having to give way. Whilst WSCC Highway accept the principle of this arrangement, there are concerns with the details as presented.
9. Although WSCC do not have any formal guidance on the design of 'Copenhagen' crossings, that guidance that is available indicates a need to reduce vehicle approach and turning speeds, and that the crossing distance is kept to a minimum. The layout presented is at odds with this with there being a significant crossing distance and large kerb radii. The crossing should also be placed upon a raised table to further reduce vehicle speeds. It's unclear if this is the case.
10. The arrangement also includes a partial as opposed to full setback of the give way lines. This would result in those vehicles entering stopping partly on Wimblehurst Road whilst pedestrians cross. The use of a partial setback in this instance is not considered appropriate given the level of traffic using Wimblehurst Road.
11. A 'Copenhagen' crossing is also shown at the Wimblehurst Road/Richmond Road junction. Some of the concerns stated above for the site access junction would be applicable for this too. The design of both 'Copenhagen' crossings should be reviewed.
12. In reviewing the access design, WSCC Highways note a Stage One Road Safety Audit has been undertaken with the RSA team not identifying any safety concerns specifically with the 'Copenhagen' crossings. WSCC still considers there to be potential issues with the works presented. It also appears that the Wimblehurst Road/Richmond Road crossing wasn't reviewed as part of the Stage One RSA with these works not quoted. The RSA may need to be updated depending on the Applicant's actions regarding the crossing at this location.

13. Regarding the RSA, a Word version of the RSA Response should be provided directly to WSCC. WSCC can then enter information as the Overseeing Organisation and Agreed Actions. Once this is agreed, the RSA Response can be included on the planning file.
14. It's noted that the Applicant intends to reinstate the right turn lane into the site from Wimblehurst Road. This amounts to the remarking of the right turn lane rather than necessitating any physical highway works. There are no particular issues in this respects.
15. The Site Plan indicates a number of pedestrian accesses onto Parsonage Road. There are no particular issues with these given they join the existing footway. It's recognised that pedestrians and cyclists can also enter and exit the development via DC/25/0415. A means of preventing vehicular access (with the exception of emergency vehicles) between the two developments would need to be secured by condition.

Active Travel

16. The TA's submitted for the current application and for DC/25/0415 include similar assessments for walking, cycling, and passenger transport. The comments below are consequently taken from DC/25/0415.
17. The site is located within a highly accessible location with the town centre, employment uses, and passenger transport within reasonable walking and cycling distance. The location of the site offers significant potential to generate trips on foot and cycle.
18. The TA provides a relatively high-level assessment of walking routes in the general area with several junctions identified where tactile paving is missing. The Applicant is offering to fund the installation of tactile paving at these locations. Given the relatively low cost of these improvements, WSCC see no reason why these could not be undertaken by the Applicant.
19. With cycling, the assessment is also high-level. Point 3.21 of the TA makes reference to the gentle topography and wide carriageways within the local area making cycling attractive. There is though no mention of any consideration being given against LTN 1/20 or that the majority of carriageways in the local area are very well trafficked making on-carriageway cycling unfeasible for some users.
20. Again with cycling, the Horsham LCWIP identifies routes to the immediate east (Kings Road/North Street) and west (along Wimblehurst Road/North Heath Lane). In the circumstances, the provision of a route from the development site into one of these more strategic cycling corridors seems appropriate and would only benefit future residents; this could form an obligation on the development. It's noted that the location of these LCWIP schemes are mentioned in the Travel Plan but not the TA.
21. It is recommended that the Applicant looks again at walking and cycling routes from the site to key destinations to determine what improvements are required and could be provided from this development. WSCC acknowledge that any improvements sought will need to comply with the relevant planning tests.
22. WSCC also recognise that the proposed residential development will be liable for CIL. Any CIL monies collected could be put towards the development and implementation of LCWIP schemes.
23. With regards to local bus stop improvements, the previously secured contribution was to provide real time information. This appears to have been installed already.

As such, WSCC would not request specific funding towards nearby bus stops. This would not preclude the Applicant however assessing and improving walking routes to these bus stops.

24. The proposed car club space and vehicle is also noted. This should be secured as part of the s106 agreement. The obligation should cover an agreement over the location of the car club vehicle, the trigger for its provision, and the duration for which the Applicant will fund its provision.
25. The submitted Travel Plan (TP) reproduces various information already included in the TA. It's not proposed to repeat the comments made on this again here. With regards to specific paragraphs in the TP
- 5.5 – It's accepted that there will need to be a suitable number of dwellings occupied to establish a baseline. It would be helpful to understand estimated build out rates to know approximately at what point 50% occupations may be reached. Alternately, a time related trigger may be appropriate. Notwithstanding the trigger for the commencement of monitoring, it's understood that the TP will be implemented upon first occupation.
 - 5.8 – It's suggested that the trip rates from the TA are included in the TP against the target. This will then ensure all information is in one place.
 - 6.1 – The potential target referenced within this point (to single occupation vehicle journeys) doesn't necessarily reflect that within 5.8
 - (reduction of peak hour vehicle trips by 10%). The reduction of single occupation vehicle journeys could be added as a target if appropriate.
 - 6.4 – The welcome pack should include other measures (discounted travel for example) rather than just freely available information that residents may already have or be aware of.
 - 7.8 – WSCC are aware that resident questionnaires can result in poor response rates, and it's noted that these are being supplemented with our survey types. If response rates are stubbornly low, WSCC would have no particular issue for questionnaire to be abandoned with reliance instead on other surveys.
26. The submitted TP otherwise doesn't make any particular reference to the possibility for future remedial actions should targets not be met. The TP should include a commitment for remedial actions along with some indicative measures should targets not be met. This may then tie into a 'vision-led' approach if the Applicant determines to adopt this.

Highway Capacity

27. In reviewing the highway capacity impact, it is acknowledged that the site has historically accommodated trip generating uses and that the previously consented use would generate significantly more trips compared with the presently submitted residential schemes for this and the neighbouring parcel. There is also the potential fallback position that may result from the RM applications that remain pending. These points aside, the submitted TA assumes the site is vacant with all trips generated treated as new.
28. In summary,
- Trip generation has been calculated using the trip rates accepted for DC/18/2867.
 - Applying these trip rates, the site is expected to result in the following movements,

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Agreed Trip Rate for Private Flats	0.141	0.237	0.164	0.145	2.554
Trip Generation (159 Flats)	22	38	26	23	406
Agreed Trip Rate for Private Houses	0.339	0.471	0.471	0.322	5.891
Trip Generation (47 Dwellings)	16	22	22	15	277
Total Vehicle Trips (206 dwellings)	38	60	48	38	683

Table 7: Proposed Vehicle Trip Generation for Private Flats for 206 units (Agreed Trip Rates)

- It's acknowledged that these trip rates are based purely on private dwellings and do not factor in affordable housing units.
- Vehicle trips have been distributed across the network using Census 'Travel to Work' data for existing residents as a proxy for where future residents may travel to. It's accepted that this information applies only to work based trips.
- The impact of the development has been considered for a future year of 2031 by which time the site is anticipated to be complete and fully occupied. An appropriate traffic growth rate has been used to generate the future year base traffic flows.
- Different future year scenarios are included that account for situations without the development, with committed development (which is understood to include only the proposed development on the adjoining parcel (i.e. that submitted under DC/25/0415), and with committed and proposed (i.e. DC/25/0415 and DC/25/0629).
- Traffic impact on junctions within the study area have been undertaken using industry accepted modelling packages.
- For the purposes of committed development, DC/25/0415 is technically not committed. Nevertheless a scenario with this development would have been required.

29. Applying the above methodology, the following junctions have been assessed,

30. Wimblehurst Road Site Access – This junction is forecast to operate within capacity in all scenarios tested.

31. North Heath Lane/Parsonage Road/Wimblehurst Road mini-roundabout – The junction is forecast to operate within capacity for all PM modelled scenarios. During the AM peak, all scenarios indicate progressively worsening capacity issues (particularly on North Heath Lane but subsequently Parsonage Road in the future year). It's apparent that the proposed developments worsen the situation.

32. Looking at the modelling outputs, it's evident that the impacts occur within a 45 minute from 0800 to 0845. Ordinarily, this peak would coincide with the typical network peak of traffic as people travel to work or school. Drivers would be expecting high volumes of traffic at these times. It must also be noted that there are limitations within the modelling whereby this becomes unstable once theoretical capacity is exceeded. The modelling is therefore useful in demonstrating that there will

be capacity issues but the actual queues and delays should be viewed with a degree of caution.

33. The above aside, the impact on this junction does need to be considered against the National Planning Policy Framework. This states that development should only be refused where the development results in unacceptable safety or severe impacts. The increase on delay to drivers is acknowledged but this is not considered to meet the test of being severe given the pre-existing conditions and the short time window over which the issues would occur.
34. B2237 North Parade/Wimblehurst Road junction – Similar to the previous junction, the modelling is showing an existing issue that progressively worsens across the AM and PM peaks with the proposed development. In viewing the outputs, WSCC fully recognise the potential for increased queues and delays with the development. However the NPPF is quite clear in terms of the test that is to be applied (i.e. unacceptable safety or severe impacts). It's not considered that either of these tests would be met in this instance.
35. As previously identified, there is a potential upgrade that could be made to the software controlling the traffic signals (known as MOVA). This is a low cost upgrade (£6k) that could benefit the overall performance of this junction.
36. Parsonage Road/Parsonage Way/Foundry Lane mini-roundabout – This junction is forecast to operate within capacity in all scenarios.
37. Crawley Road Roundabout – The modelling indicates a capacity issue on the Redkirk Way arm in the AM peak. This is an existing issue that progressively worsens with the development. However the queues and delays at their worst are not considered to constitute a severe impact.
38. In reviewing the capacity impact, WSCC recognise that this development will generate additional traffic onto the local network, which in turn will worsen existing issues. The modelling is considered representative of a worst case given that no 'vision' based scenario with inherent increased share by sustainable modes (and therefore reduced vehicle trip generation) is included. It's also noted that the development worsens but is not the sole cause of capacity issues. As stated already, the NPPF sets a high bar whereby development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network, following mitigation, would be severe taking into account all reasonable future scenarios. WSCC do not consider that this development will result in severe or otherwise unacceptable impacts.

Site Layout

39. The application form indicates that the internal site roads, footways, and casual parking areas are not being offered for adoption as public highway. WSCC has reviewed the proposed layout and would comment as follows.
40. Although the TA indicates that carriageway widths will narrow to between 4.5 and 5.5 metres from initially being 6.8 metres, from scaling the proposed layout the widths appear to be more between 5.6 and 5.8 metres after being initially 6.8 metres. There's no particular concern with this potential inaccuracy between the TA and the layout plan.
41. The layout presents a mix of carriageways with segregated footways as well as shared surfaces (where all users share the same space). There are no obvious issues in terms of where these areas are used.

42. The layout also includes a number of quite long access roads with no turning heads. The issue is whether reversing distances would be overly long and therefore exceed standard requirements. The Local Planning Authority should seek the views of the waste collection authority.
43. There does need to be some consideration given to ensure continuous pedestrian walking routes between this and the adjoining development. As shown, some of the pedestrian routes from this site would land within car parking spaces or dropped kerbs.
44. The means of preventing vehicle access between this and the adjoining development will need to be secured by condition. Such measures will need to deter vehicle access but must still allow access for cyclists.
45. Car parking is indicated to comply with current WSCC Parking Guidance.

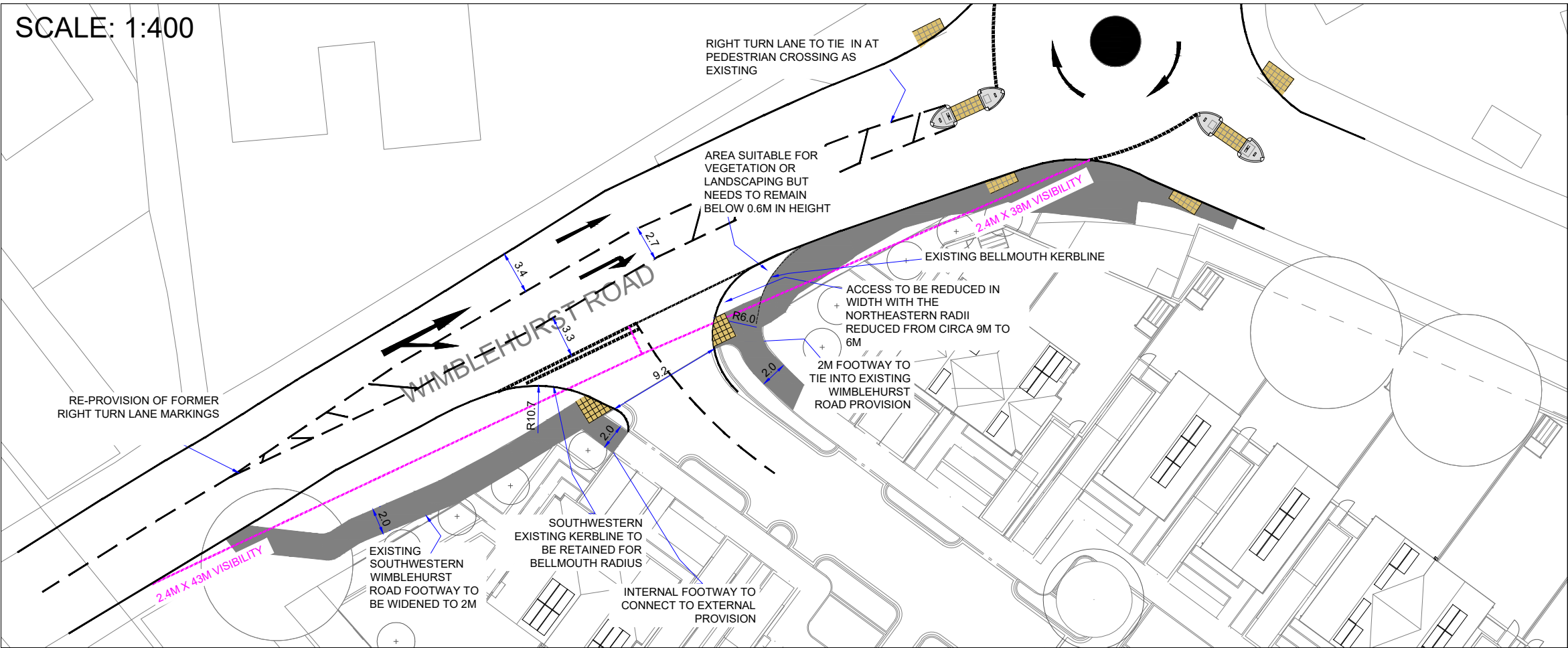
Summary

46. There are a number of matters that the Applicant should respond to prior to WSCC Highways making a formal recommendation.

Ian Gledhill
West Sussex County Council – Planning Services

Appendix B

SCALE: 1:400



SCALE: 1:500



SCALE: 1:500



SCALE: 1:1000

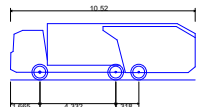


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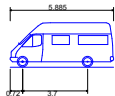
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6. VISIBILITY SPLAYS DRAWN TO 43M IN THE SECONDARY DIRECTION TO THE POSTED 30MPH SPEED LIMIT AND TO PARSONAGE ROAD GIVE-WAY LINE IN THE PRIMARY DIRECTION.

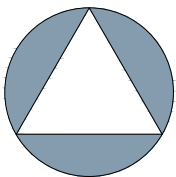
VEHICLE PROFILE



Phoenix 2-23W (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.911m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m



4.6t Light Van
Overall Length 5.985m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m



NORTH

P03	REVISED DESIGN	23.06.25	SKB	MDS
P02	REVISED LAYOUT	03.03.25	TNP	SKB
P01	FIRST ISSUE	11.02.25	TNP	SKB

Rev	Description	Date	By	App'd
	Date Created	11.02.25	Drawn By	TNP
	Approved By	SKB	Suitability Code	-
	PBA Project Number	183.0009	Scale	AS SHOWN (AT A3)

PBA Drawing No:	183.0009-0002	Revison	P03
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Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Title
ACCESS DESIGN, VISIBILITY
AND VEHICLE TRACKING

Project Phase
PRELIMINARY

paulbasham
associates

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P02	REVISED DESIGN	23.06.25	SKB	MDS
P01	FIRST ISSUE	10.03.25	SKB	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
10.03.25	SKB	MDS	-	
PBA Project Number		Scale	(AT A3)	
183.0009		1:200		
PBA Drawing No:			Revision	
183.0009-0009			P02	

Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

Title
OFF-SITE IMPROVEMENT
WORKS AT WIMBLEHURST
RD/RICHMOND ROAD JUNCTION

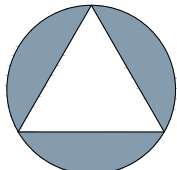
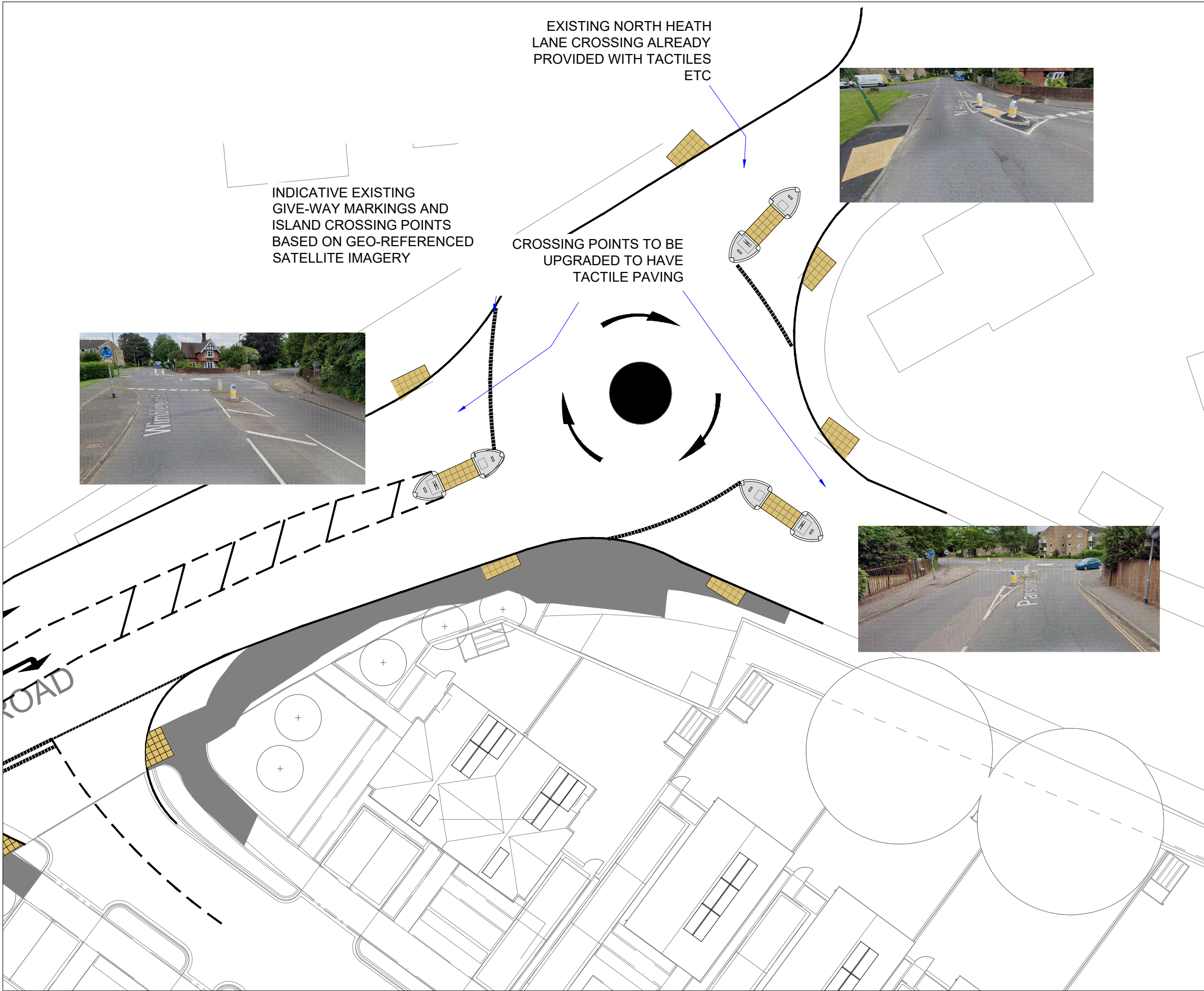


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Appendix C



NORTH

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P01	FIRST ISSUE	03.03.25	TNP	SKB
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
03.03.25	TNP	SKB	-	
PBA Project Number		Scale	(AT A3)	
183.0009		1:250		
PBA Drawing No:			Revision	
183.0009-0001			P02	

Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

Title
OFF-SITE IMPROVEMENT
WORKS AT WIMBLEHURST
RD/PARSONAGE RD/NORTH
HEATH LANE ROUNDABOUT



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