

Project Name:	Horsham Enterprise Park (Lovells Site – Phases 1 & 2), Wimblehurst Road, Horsham
Document Reference:	183.0009/WCA/1
Document Name:	Walking and Cycling Audit
Prepared By:	Shannon Betteridge (November 2025)
Checked By:	Mark Smith (November 2025)
Approved By:	Mark Smith (November 2025)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

1. INTRODUCTION

- 1.1 This Walking and Cycling Audit (WCA) has been undertaken by Paul Basham Associates on behalf of Lovell to address the highway comments raised by 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 Several highways documents have been prepared in support of the planning application, including a Transport Assessment (TA), Travel Plan (TP), and Waste Management Plan (WMP), and an Addendum Transport Assessment (ATA) following WSCC comments dated 16th April 2025.
- 1.3 This report therefore addresses the comments received in the response dated 16th May 2025 but also takes into account liaison with WSCC highway officers through the determination of the adjacent Phase 3 (Muse) development (planning reference: DC/25/0415), which received a resolution to grant permission at committee on Tuesday 21st October 2025.

1.4 It should also be noted that the comments, which are included in **Appendix A**, were very similar in some areas to those received as part of the Phase 3 application (planning reference: DC/25/0415) and through the Phase 3 application process have been discussed with WSCC and a number of points were agreed. It is therefore considered that these would also be reflective for Phases 1&2. For ease, a summary of these points will be provided in the first section of this report.

2. COMMENTS FURTHER DISCUSSED/AGREED WITH WSCC

2.1 As aforementioned, a number of comments were raised by WSCC within their response dated 16th May 2025 – their first round of consultation comments. However, following further works on the Phase 3 application in the meantime, and receipt of a second round of consultation comments on the Phase 3 application in July, further discussions have been held between Paul Basham Associates and WSCC highway officers.

2.2 The comments that are addressed below are therefore somewhat pre-emptive of what would be anticipated through a second round of consultation comments from WSCC on Phases 1 & 2. This section summarises the comments and agreements associated with Phase 3 (planning reference: DC/25/0415) but also relate to this Phase 1 & 2 application.

Vision Led Approach - The Applicant's response to this point is noted. WSCC recognise that the assessment presented is very much worst case and that further scenarios with reduced vehicle trip generation would only reduce the already accepted vehicular traffic impacts. The Applicant could still apply ambitious targets within the travel plan (presently a target of 10% peak hour trip reduction is being offered) to reflect a vision led approach and the location.

2.3 The comments are noted however it has been agreed that the Travel Plan is not further revised at this stage given that the targets have been based on indicative data and that through the preliminary works (and subsequent Travel Plan years), actual site-specific data will be obtained. These can then inform more robust and site-specific travel targets, and it is therefore proposed that revised targets can be reviewed through the preliminary monitoring period and annually thereafter if applicable.

The development should still provide suitable improvements where these are necessary and reasonable. For example, an alternate route for cycling from the Parsonage Road level crossing through to Wimblehurst Road, thereby avoiding Parsonage Road, could be provided through the development. This could take the form of a permissive cycle route through this and the adjoining phase of development. Traffic conditions within the development will be such that on-carriageway cycling would be appropriate. This in time could then form a link between the LCWIP corridors to the immediate east and west. No changes would be required to the proposed layout, but suitable provisions would be required in the s106 to secure the route

- 2.4 The comments are noted, and it is confirmed that our client is willing to accept this legal access right across their land to provide the permissive cycle route.
- 2.5 Paul Basham Associates acted as the transport consultant for Muse on the adjacent Phase 3 development (planning reference: DC/25/0415) and can confirm that Muse were also happy for this agreement to be attributed to their land. This permissive route would therefore provide a betterment to the existing route along Parsonage Road and Wimblehurst Road. This is reviewed further in **Section 4** of this report.

WSCC are also proposing a scheme of works to the North Parade/Wimblehurst Road and North Parade/Hurst Road traffic signals. The works improve pedestrian crossing provision, cycle detection on certain arms, as well as providing more efficient linking technology between the two sets of signals. WSCC recognise that the development would have limited impact on this junction. However, the works proposed would still seemingly offer a wider benefit to the development. A proportionate contribution would therefore be sought.

- 2.6 Applying the same methodology in order to calculate the contribution amount for Phase 3 for Phase 1 and 2 (development flows in the AM peak as a percentage against those in the 2031 future year + committed development), this would equate to an increase of 2.32% (whereas Phase 3 was 2.7%), and thus a proportionate contribution amount towards this junction would be £11,960. Our client is willing to accept this contribution in the S106.

Travel Plan – The Travel Plan appears to have been revised. As noted above, the 10% vehicle trip reduction target doesn't appear to be very ambitious given the location and that this reduction is applied to peak hour trips only. Given the location, a more challenging target could be included. As previously identified by WSCC, the contents of the welcome pack (6.4 of the TP) contain effectively freely available information with no incentives (such as discounted travel) to encourage the uptake of other modes. The use of incentives is commonly applied with the measures proposed within the TP being relatively modest given the scale of the development. Ultimately, the TP is acceptable. However, this could be revised and improved in light of comments made by WSCC as part of these and previous comments.

- 2.7 The comments are noted, and the target element has been discussed in paragraph 2.3 of this report. It is also suggested that the proposed content of the Welcome Pack could be shared with WSCC prior to its distribution to residents to ensure that they are content with the contents.

3. ACCESS ARRANGEMENTS

3.1 The access and Wimblehurst Road/Richmond Road junctions have both been revised, as has the proposed improvements to the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout to remove any raised elements. This is submitted within the Addendum Transport Assessment (ATA)

Stage One RSA – WSCC would request that the Applicant provides an editable version of the RSA response to enable the RSA process to be completed (i.e. for WSCC to add entries against the problems raised as well as to include agreed actions). The access design will need to be resolved before the RSA is completed

3.2 A word version of the RSA will be made available to WSCC. We have also revised our Designers Response where appropriate given the loss of the Copenhagen Crossings/raised elements of the designs. The revised audit is included in a pdf version within **Appendix B**.

4. WALKING AND CYCLING AUDIT

4.1 As part of the TA, TP and ATA to support the application thus far, reviews of the local accessibility have been conducted, however it is noted that WSCC officers require a more thorough review (albeit not in the form of a full Walking, Cycling and Horse-riding Assessment Review (WCHAR)). Therefore, this section of the report provides a more detailed audit of the walking and cycling infrastructure in the vicinity of the site and the proposed improvements that the development can deliver/provide a contribution towards.

4.2 From discussions with WSCC highway officers over the course of the application to date, but also given our involvement with the now approved Phase 3 application adjacent on behalf of Muse, it is agreed as reasonable to assume that most pedestrian trips would route between the site and the town centre to the south and thus this route is reviewed in greater detail. Given some residents may route via North Heath Lane, a brief overview of this route has also been provided.

Review of Walking, Cycling, and Passenger Transport - The TA provides some additional consideration of walking and cycling. The review is still limited in terms of detail; the expectation would be more to identify key walking destinations and then undertake an assessment of the route and identify potential improvements.

4.3 The site, situated c.1.3km northeast of Horsham town centre, is well located in relation to the existing facilities and amenities within Horsham and the surrounding area. A summary of the facilities and amenities available within the vicinity of the site was provided within the TA but included again below in **Table 1** for ease.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stops (Blenheim Road)	260m	3 mins	1 min
Café	415m	5 mins	2 mins
Place of Worship	415m	5 mins	2 mins
Convenience Store (Tesco Express)	750m	9 mins	3 mins
Supermarket (Lidl)	760m	9 mins	3 mins
North Heath Community Primary School	775m	10 mins	3 mins
Pub / Restaurant	815m	10 mins	3 mins
Post Office	825m	10 mins	3 mins
Bicycle Shop	875m	11 mins	4 mins
Day Lewis Pharmacy	900m	11 minutes	4 minutes
Horsham Community Hospital	950m	12 minutes	4 minutes
Gym	950m	12 mins	4 mins
The Holbrook Club (community centre)	1.0km	13 minutes	4 minutes
Railway Station (Horsham)	1.2km	15 mins	5 mins

Table 1: Local Amenities and Facilities

4.4 With consideration to the location of most of these facilities and amenities, **Figure 2** sets out the scope of the audit undertaken to review these routes further for their pedestrian infrastructure and opportunities.

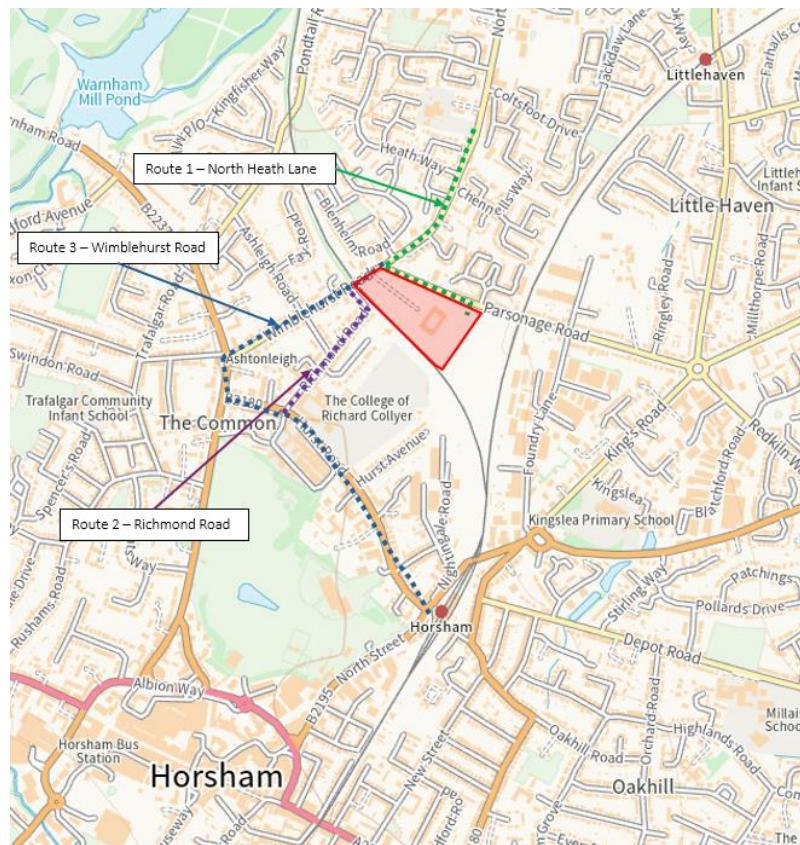
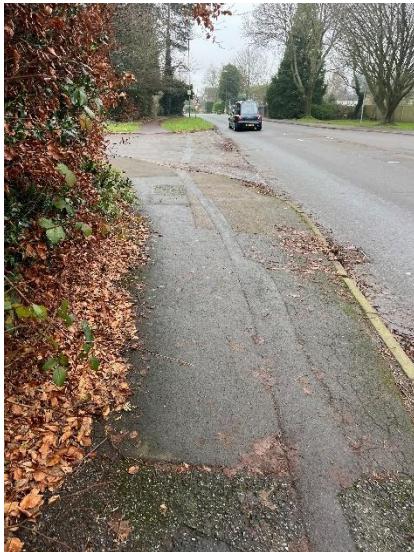


Figure 2: Scope of Audit

Route 1 - Route to Facilities on North Heath Lane

- 4.5 North Heath Lane hosts a handful of facilities and amenities including a primary school, local shops and bus stops. The route to these facilities and amenities from the site is right out of the site access and the use of Wimblehurst Road and North Heath Lane only. A brief review of the infrastructure along this route has been undertaken.
- 4.6 Wimblehurst Road benefits from footways on either side of the carriageway and given that the proposed site access will comprise dropped kerbs and tactile paving, this is suitable for access/egress to the site and facilitate the pedestrian movements to the North Heath Lane/Parsonage Road/Wimblehurst Road roundabout.
- 4.7 Through our works to date, it has been identified that the roundabout is lacking pedestrian infrastructure in the form of dropped kerbs/tactile paving on the Parsonage Road and Wimblehurst Road arms, for which this development would provide a contribution towards the delivery of. The existing conditions along Wimblehurst Road and the roundabout are shown in **Photographs 1 and 2**.



Photographs 1 and 2: Existing Conditions on Wimblehurst Road and at the roundabout with Parsonage Road

4.8 The route continues northbound on North Heath Lane with footways flanking either side of the carriageway throughout. From the review, it appears as though there is no tactile paving across any of the smaller residential junctions with North Heath Lane, but dropped kerbs are present. A pedestrian refuge crossing is also provided along North Heath Lane, c.18m north of Allcard Close, which comprises dropped kerbs and tactile paving.

4.9 From our review, whilst some junctions could be improved to include tactile paving along North Heath Lane, it is not necessitated by the proposed development. Therefore, no further improvements are proposed to this route, aside from a contribution to the improvements at the North Heath Lane/Parsonage Road/Wimblehurst Road roundabout.

Route 2 - Route to Horsham Train Station/Town Centre via Richmond Road/Hurst Road

4.10 The route to the train station/Town centre would utilise Wimblehurst Road to the Richmond Road junction with pedestrians then continuing along Richmond Road to the junction with Hurst Road. From there, the route continues via Hurst Road into the town centre.

4.11 A footway flanks the site side of Wimblehurst Road for its duration to Richmond Road. At the Wimblehurst Road/Richmond Road junction, it has been identified that there is currently a lack of tactile paving helping to facilitate visually and mobility impaired users in this location. As such, it has been proposed that the development would provide the contribution to implement this. The existing conditions at this junction are shown in **Photograph 3**.



Photograph 3: Richmond Road/Wimblehurst Road Junction

4.12 A footway then continues along Richmond Road on at least one side of the carriageway for its duration to the junction with Hurst Road. The footway(s) are predominantly separated from the carriageway by verge, thus making it a safe and attractive walking route. At the Richmond Road/Gordon Road and Richmond Road/St Christophers Close junctions, dropped kerbs are present, but no tactile paving is provided. The existing conditions along this route are shown in **Photographs 4 - 6**.





Photographs 4 – 6: Richmond Road Conditions and Junctions with St Christophers Close and Gordon Road

4.13 At the Richmond Road/Hurst Road junction, again dropped kerbs are present but the junction is lacking tactile paving, as shown in **Photograph 7**.



Photograph 7: Richmond Road/Hurst Road Junction

4.14 It is therefore considered that, given the route identified above is likely to be a key route for residents of the site and particularly for those accessing The Richard of Collyer School and Horsham Community Hospital, the development could provide a contribution towards the delivery of the tactile paving at the following three junctions:

- Richmond Road/Gordon Road
- Richmond Road/St Christophers Close
- Richmond Road/Hurst Road

4.15 Hurst Road benefits from suitably wide footways on either side of the carriageway for its duration to the town centre. Signalised crossing points are provided along the route aiding the movement of all visually and mobility impaired users and creating an attractive route for all pedestrians in the locale.

4.16 Whilst it has been observed that not all minor junctions comprise dropped kerbs and tactile paving along the route, the anticipated footfall generated by the development is not anticipated to warrant providing these improvements all the way into the town centre.

Route 3 - Route to Facilities via Wimblehurst Road

4.17 Pedestrians associated with the site may also chose to utilise Wimblehurst Road to head towards the town centre, albeit the most direct route would be via Richmond Road as above. Wimblehurst Road benefits from footways flanking either side of the carriageway for its duration. It has been observed that there are dropped kerbs provided across minor arms at the junctions off Wimblehurst Road, but no tactile paving is provided.

4.18 Given that this is not anticipated to be the primary route to the facilities for residents, it is not suggested that these tactile paving provisions are contributed by the development. Also, as identified within our works to date, WSCC have identified an improvement scheme for the signalised junction at Wimblehurst Road/North Parade, which will include improved pedestrian and cycle provision. As such, no further improvements to this junction are proposed either.

4.19 In summary, the proposed development would be willing to provide contributions towards the delivery of tactile paving/dropped kerbs if required at the following junctions:

- Inclusion of dropped kerb/tactile paving provision on the Parsonage Road and Wimblehurst Road arms of the Parsonage Road/Wimblehurst Road/North Heath Lane roundabout
- Tactile paving at the Wimblehurst Road/Richmond Road junction

- Tactile paving at the Richmond Road/Gordon Road junction
- Tactile paving at the Richmond Road/St Christophers Close junction
- Tactile paving at the Richmond Road/Hurst Road junction

4.20 It is noted that within the correspondence with WSCC highway officers on the improvements to be delivered by the Phase 3 application, a contribution value of circa £2,000 per improvement was agreed. As such, based on the above, this would equate to a contribution figure of £12,000.

5. SUMMARY

5.1 This Walking and Cycling Audit (WCA) has been undertaken by Paul Basham Associates on behalf of Lovell to address the highway comments raised by 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).

5.2 This report has addressed comments made in WSCC highway comments from May 2025, as well as taking into consideration elements and parameters that were agreed through the adjacent Phase 3 application (planning reference: DC/25/0415).

5.3 The client has agreed to the implementation of a legal agreement which would help facilitate a permissive cycle route through the site (and connecting into Phase 3 of development, for which that client is also accepting) to significantly enhance the pedestrian and cycle connections between the level crossing on Parsonage Road and Wimblehurst Road, effectively providing the opportunity for pedestrians and cyclists to bypass the North Heath Lane/Wimblehurst Road/Parsonage Road roundabout. Opportunities have been identified to improve the pedestrian provision for the routes to the town centre, including provision on Wimblehurst Road and Richmond Road.

5.4 We hope that this report is sufficient to enable WSCC highway officers to give a positive recommendation towards this application in line with NPPF paragraphs 115 and 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 exceed. 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 (know 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 Redkiln 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 carriageways 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 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



M & S Traffic

Road Safety Audit Stage 1

Proposed Access Arrangements

Wimblehurst Road

Horsham

West Sussex

Date: 13th February 2025

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Horsham Enterprise Park, Wimblehurst Road, Horsham

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/25/183.0009/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision 1	Bryan Shawyer	Martin Morris		13 th February 2025
Designers Response	Shannon Betteridge	Mark Smith	M. Smith	20 th November 2025
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Tom Purnell	-
Paul Basham Associates	Shannon Betteridge	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Audit that are outside the terms of reference	9
5 Auditors Statement	10
Appendix A..... List of drawings	
Appendix B..... Comment Location Drawing	
Appendix C..... Road Safety Audit Decision Log	
Appendix D..... Design Organisation Statement	
Appendix E..... Overseeing Organisation Statement	

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 211-unit residential development off Wimblehurst Road, Horsham, as below:

- Realignment of existing access on Wimblehurst Road with tactile paving to be provided at the crossing point.
- Introduction of proposed Copenhagen crossing to prioritise pedestrians at the access.
- Upgrading of pedestrian facilities at the Wimblehurst Road roundabout junction with North Heath Lane and Parsonage Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in February 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 12th February 2025 between 09:30 and 10:00. Weather conditions at the time were overcast and the road surfaces were dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows, and no cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout, southeastern side of the carriageway.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to vehicle to pedestrian collisions.



Figure 1: Hedgerow restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.

3.4.2 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout.

Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.

On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.



Figure 2: Ponding and detritus at crossing point.



Figure 3: Blocked gully to the northeast of the crossing point.

RECOMMENDATION

It is recommended that the gully be cleared, and the detritus removed.

3.4.3 PROBLEM

Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout.

Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions.

The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk

revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.



Figure 4: Wall restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

- 4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

M & S Traffic
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



contact@mtraffic.co.uk



www.mtraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
183.0009-0002 P01	ACCESS DESIGN, VISIBILITY AND VEHICLE TRACKING
HOR-ACG-XX-XX-DR-A- 1060 P3	SITE PLAN - OVERALL - LOVELL SITE

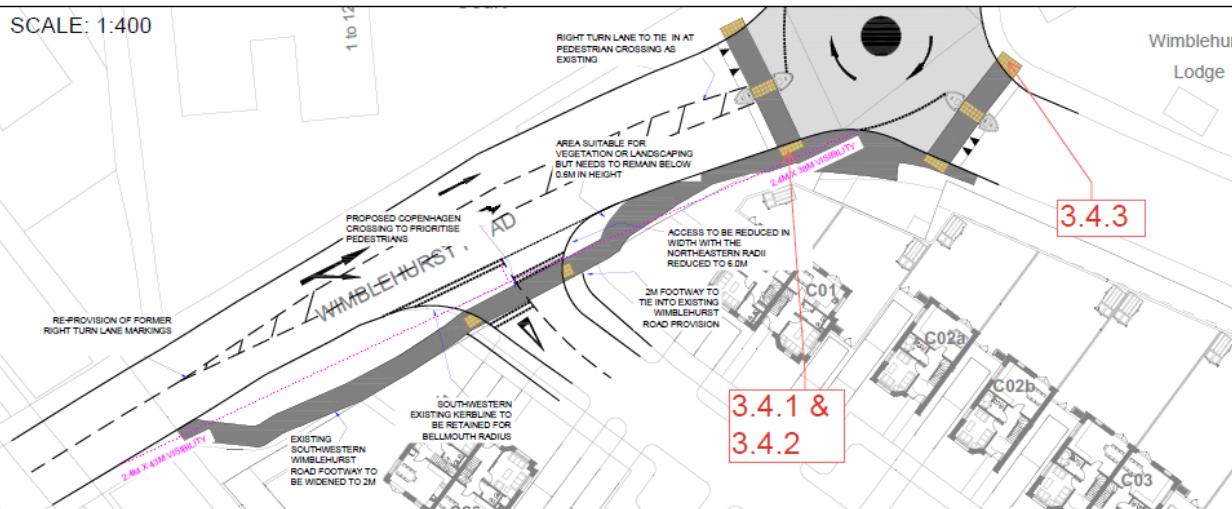
Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

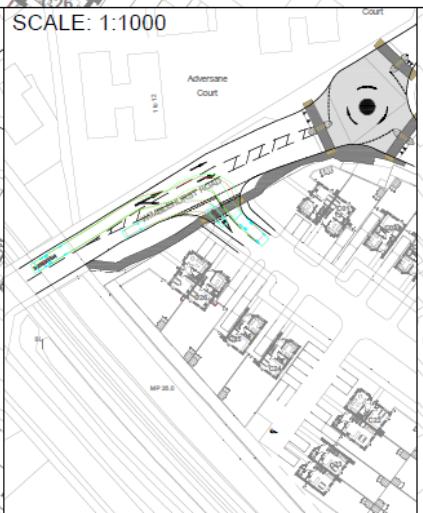
SCALE: 1:400



SCALE: 1:1000



SCALE: 1:1000



SCALE: 1:1000

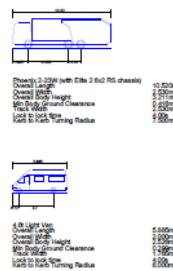


The drawings, information and data recorded in this document ("the Information") is the property of Paul Basham Associates. This document and the information are solely for the use of the client for whom it was prepared and this document may not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertaken no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
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



P01	FIRST ISSUE	11.02.25	TNP	SKB
Rev	Description	Date	By	Approved
	Date Created	Drawn By	Approved By	Suitability Code
11.02.25	TNP	SKB	-	
PBA Project Number	Scale			
183.0009	AS SHOWN	(AT A3)		
PBA Drawing No:	Revision			
183.0009-0002	P01			

Project Name
HORSHAM ENTERPRISE PARK,
WIMBLEHURST ROAD, HORSHAM

Title
ACCESS DESIGN, VISIBILITY
AND VEHICLE TRACKING

 paul basham
associates
Paul Basham Associates Ltd
The Boffy, Cams Hall Estate, Farnham, PO18 8UT
01259 711085
info@paulbashamassociates.com www.paulbashamassociates.com

Client
LOVELL

Project Phase
PRELIMINARY

GM62011V9210723JM

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Horsham Enterprise Park, Wimblehurst Road, Horsham

Date Audit Completed: 13th February 2025

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.4.1 Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout, southeastern side of the carriageway. Summary: Restricted visibility could lead to vehicle to pedestrian collisions. No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to	It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.	Noted and agreed. Any existing vegetation (within the highway or client's ownership) will be cleared and periodically maintained to ensure visibility splays remain clear.		

vehicle to pedestrian collisions.				
<p>3.4.2</p> <p>Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout.</p> <p>Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.</p> <p>On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.</p>	<p>It is recommended that the gully be cleared, and the detritus removed.</p>	<p>Noted and agreed. Gullies will be cleared and periodically maintained to prevent ponding and ensure there are no drainage issues.</p> <p>The roundabout is no longer proposed to be raised which should address these concerns, but the development will pay contributions towards the delivery of tactile paving and dropped kerbs that are currently lacking on the Parsonage Road and Wimblehurst Road arms – thus improving the routes for pedestrians and visually/mobility impaired users.</p>		

<p>3.4.3</p> <p>Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout.</p> <p>Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions.</p> <p>The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.</p>	<p>Noted. The vegetation falls within land ownership of Wimblehurst Lodge. Encroachment of vegetation into highway land will be monitored periodically and maintained when required in line with Section 154 of the Highways Act 1980.</p> <p>Should the Stage 4 audit flag any concerns, these can be further reviewed.</p>		
---	--	--	--	--

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimblehurst Road, Horsham	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	S. Betteridge
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	20 th November 2025

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimblehurst Road, Horsham

On behalf of the Overseeing Organisation I certify that:

- 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and
- 2) The agreed RSA actions will be progressed.

Name	
Signed	
Position	
Organisation	
Date	