

<b>Project Name:</b>	Horsham Enterprise Park (Lovells Site – Phase 1 & 2), Wimbleshurst Road, Horsham
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## 1. INTRODUCTION

- 1.1 This Supplementary Highways Note (SHN) has been prepared by Paul Basham Associates on behalf of Lovells to inform West Sussex County Council (WSCC) highway officers and Horsham District Council (HDC) planning officers of the highways impact of minor alterations to the live planning application for *'Residential development comprising approximately 206 dwellings, including the conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimbleshurst 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 The application was submitted in April 2025 for which Paul Basham Associates prepared a Transport Assessment (TA), Travel Plan (TP), Waste Management Plan and subsequent Addendum Transport Assessment (ATA).
- 1.3 Whilst not specifically requested at this stage, this SHN also considers elements that were requested through the adjacent Phase 3 application (on behalf of Muse) given that Paul Basham Associates were the highways consultant on that scheme too. The Phase 3 application received a resolution to grant planning permission at committee on Tuesday 21<sup>st</sup> October 2025 (planning reference: DC/25/0415).

1.4 This report will provide an update on the following elements:

- Development proposals including parking arrangements
- Contributions and infrastructure to support walking and cycling improvements
- Highway contributions towards junction improvements

## 2. PROPOSED DEVELOPMENT

2.1 The reports written and submitted to date relate to a residential planning application for 206no. dwellings, including the conversion of 'Building 3' and demolition of 'Building 36'.

2.2 It should be noted that, following survey work on the site, 'Building 3' is now to be replaced as opposed to being converted to support residential use. The proposed parking provisions and strategy for refuse collection/fire access remain as per the previously submitted scheme and thus no further changes are considered in this report.

2.3 The application is also being amended to include for the removal of 1no. (2-bedroom) residential unit and the addition of a community space. The scheme will now comprise 205no. dwellings and a 79sqm (GIA) 'Community Room' which will primarily be a shell and core and a 'we work' space for residents. The change in unit numbers relate to the C14 Heritage building (reduction from 51no. to 50no.), the main focal point within the site. It should be noted that no change to parking provisions is provided as a result of the change of unit.

2.4 Given the proposed size of the community room and the purposes for which it will be utilised, it has not been considered that any additional traffic would be generated by its use as a standalone facility, nor would it create additional parking demand, but rather will be utilised by site residents as a space to work if required. Therefore, no further traffic assessments have been undertaken and the modelling results for the 206no. dwelling previously submitted should be considered acceptable.

2.5 As a reminder, all basement car parking spaces attributed to the Heritage building is unallocated, and thus, although one less residential unit is provided, the spaces remain as submitted. For clarity, across the site, the requirement for car parking is 247no. car parking spaces (with the loss of a 2-bed unit) and a total of 252no. car parking spaces are provided. For cycle parking, circa 168no. spaces are required and 220no. are provided. The proposed provisions should therefore remain acceptable with the change of unit.

### 3. CONTRIBUTIONS AND IMPROVEMENTS TO SUPPORT WALKING AND CYCLING

- 3.1 It is noted that through the second round of highway comments received from WSCC on the Phase 3 planning application (reference: DC/25/0415), a more detailed review of the walking and cycling routes to the local amenities and facilities was requested and subsequently prepared by Paul Basham Associates.
- 3.2 The report identified that the routes to the east of Phase 3 could benefit from some upgrades to help improve walking and cycling conditions, specifically the inclusion of dropped kerbs and tactile paving at various locations. Ultimately, a figure of £2,000 per location was agreed and thus a S106 contribution value for Phase 3 of £16,000 towards walking and cycling improvements was agreed.
- 3.3 With consideration to the above, Paul Basham Associates have undertaken a similar exercise for the routes most likely to be utilised by Phase 1 and 2 residents towards local amenities and facilities. This is considered in further detail in the accompanying Walking and Cycling Audit Report. Primarily, the routes are considered to the north, west and south of the site access onto Wimblehurst Road.
- 3.4 It is also noted that, through the Phase 3 application and liaison with WSCC highway officers, the request for a permissive cycle route be accommodated by both Phase 3 and this proposed development. The route would start in the north-eastern corner of Phase 3 (on Parsonage Road) and route through the sites and out of the Phase 1 and 2 site access onto Wimblehurst Road.
- 3.5 Our client is willing to accept this legal agreement to permit the route through their site as it is understood from discussions with WSCC highway officers that it would require no significant changes to the site layout as proposed, but rather wayfinding signage provided to highlight the presence of the route and the betterment it poses to the existing Parsonage Road/Wimblehurst Road routes and the requirement to navigate the Parsonage Road/Wimblehurst Road/North Heath Lane roundabout.

#### 4. HIGHWAY CONTRIBUTIONS TOWARDS JUNCTION IMPROVEMENTS

- 4.1 With regard to junction improvements, it was identified in the junction modelling assessments that the B2237 North Parade Traffic Signals would require an improvement scheme given that the junction already operates close to capacity, prior to any additional development coming forwards.
- 4.2 Through our works to date, it is known that WSCC are proposing a scheme of works to the North Parade/Wimblehurst Road and North Parade/Hurst Road traffic signals which will improve pedestrian crossing provision, cycle detection on certain arms and providing more efficient linking technology between the two sets of signals. As such, a contribution amount of £14,040 payable on 1<sup>st</sup> occupation of the Phase 3 development was calculated requested and agreed.
- 4.3 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.
- 4.4 It is also noted that WSCC require Travel Plan auditing fees (in addition to the Travel Plan itself) of £3,590 for Phase 3 and assume this to be the same for this Phase 1 & 2 application.

#### 5. SUMMARY

- 5.1 This Supplementary Highways Note (SHN) has been prepared by Paul Basham Associates on behalf of Lovells to inform West Sussex County Council (WSCC) highway officers and Horsham District Council (HDC) planning officers of the highway implications of minor alterations to the live planning application for *'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 Minor alterations to the application itself in terms of a reduction in unit numbers and the inclusion of a small community room is now proposed, however both car and cycle parking provision is maintained as previously submitted (and a betterment to the requirements).
- 5.3 A review of walking and cycling routes has been undertaken in an accompanying report to identify opportunities to improve the routes to the local amenities. Our client also accepts the provision of a permissive cycle route being provided through the site to provide a more favourable route through Phases 1 & 2 and Phase 3 as opposed to via the existing Parsonage Road/Wimblehurst Road carriageways and roundabout.
- 5.4 A proportionate contribution amount has been calculated (£11,960) in the same manner as that applied for Phase 3 towards the WSCC improvement scheme at the North Parade/Wimblehurst Road and North Parade/Hurst Road signals, for which our client is willing to accept in the S106.
- 5.5 We hope that this note, and the accompanying Walking and Cycling Audit Note are sufficient to address any additional comments WSCC may have raised in their next consultation and aligns with the approach approved with Phase 3.