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

Transport Assessment

March 2025

Lovell Partnerships

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

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Lovell Partnerships to support a full planning application for 206no. new residential units on the western parcel of the former Novartis site, Horsham also known as the 'Lovell Site'.

1.2 The proposed site forms part of a wider development, located to the south of Parsonage Road and southeast of Wimblehurst Road in Horsham, West Sussex. Located to the north of Horsham Town Centre, approximately 1.3km north of Horsham Railway Station and approximately 1.5km south-west of Littlehaven Railway Station, the wider site was formerly used by Novartis (a global healthcare company) and is currently vacant.

1.3 The wider site location is illustrated in blue, with the location of the site for which this report relates to (Lovell Site) illustrated in red in **Figure 1.** The full site layout for the Lovell Site is provided within **Appendix A**.

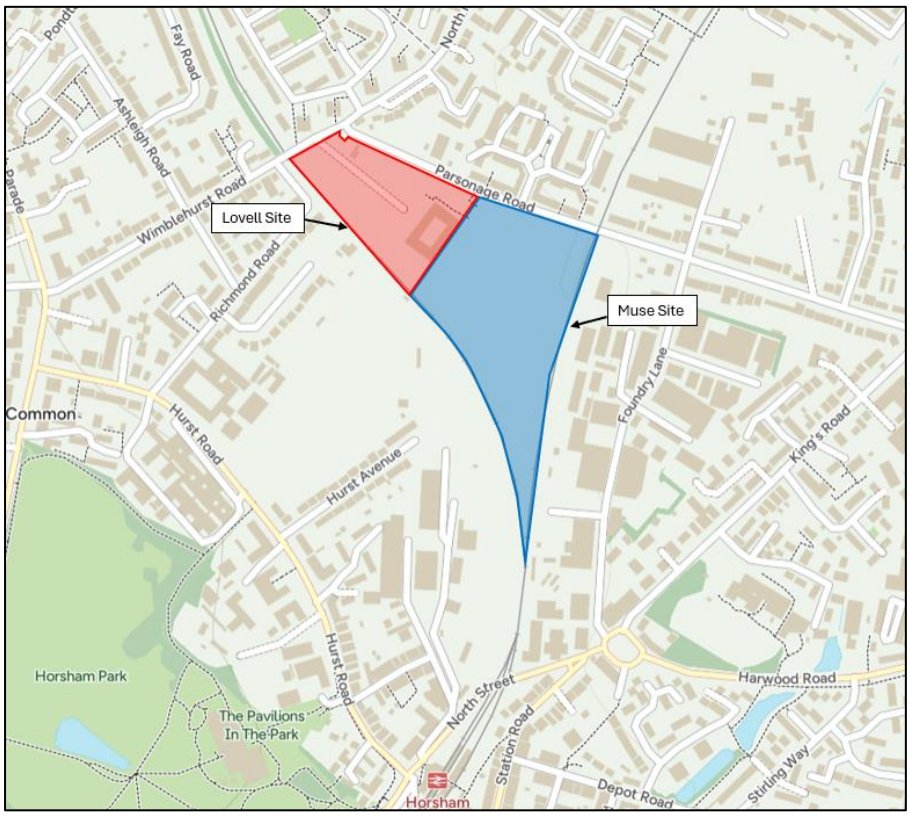

Figure 1: Site Location

Planning History

1.4 Outline planning permission (ref: DC/18/2687) was approved on 11 February 2020 (and as varied by as amended by s96a application DC/22/1724 on 04 October 2022) and had the following description of development:

"*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) within the ground floor of converted building 36. Improvements to existing pedestrian and vehicular accesses from Parsonage Road and Wimblehurst Road, new cycle and pedestrian accesses from Parsonage Road, together with associated parking and landscaping. All matters reserved except for access*."

1.5 In summary, the outline permission allows for the following:

- Up to 300 dwellings (C3 Use Class), of which 35% is to be affordable;
- Up to 25,000sqm of employment (B1 Use Class) floor space;
- Conversion of the Central Buildings as follows:
  - Building 3 – to residential (C3 Use Class); and
  - Building 36 – to residential (C3 Use Class) and 618 sqm of flexible commercial/community space within the ground floor, restricted to A1, A2, A3 or D1 Use Classes.

1.6 A Transport Assessment prepared by Hampshire Services (on behalf of West Sussex County Council) was submitted in December 2018 (DC/18/2687) to support the outline application.

1.7 There are currently Reserved Matters (RM) applications submitted for Phases 1 and 2 (the land for which this application is supporting). Phase 1 was submitted in January 2023 for the erection of 123no. units (planning reference: DC/23/0183) and Phase 2 was also submitted in January 2023 for the erection of 137no. units and 618sqm of flexible community/commercial floorspace (planning reference: DC/23/0171). Neither application has been determined yet and it is understood that this new full application seeks to effectively replace the live RM applications.

1.8 While the permission associated with the outline application lapsed in early February 2025, given that a consent was granted in this location for a large-scale development, where relevant and appropriate within this report, reference will be made to the previously approved parameters and plans.

2. PLANNING POLICY

2.1 The proposed development, it's layout and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF);
- West Sussex Transport Plan (2022-2036);
- West Sussex Walking and Cycling Strategy (2016-2026);
- West Sussex Active Travel Strategy (2024-2036)

National Planning Policy Framework

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Transport Assessment is '*a comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed deal with the anticipated transport impacts of the development*'.

2.3 Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development' and encourages local planning authorities to positively seek opportunities to meet the development needs of their area. The following NPPF paragraphs are relevant to the proposed development:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve: a) making transport considerations an important part of early engagement with local communities; b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; c) understanding and addressing the potential impacts of development on transport networks; d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated; e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains. ***(NPPF Para.109)***
The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making ***(NPPF Para.110)***
In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach. ***(NPPF, Para. 115)***
Development should only be prevented or refused on highways 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. ***(NPPF, Para. 116)***
Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. ***(NPPF, Para. 117)***
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. ***(NPPF, Para. 118)***

West Sussex Transport Plan 2022 to 2036

2.4 The West Sussex Transport Plan 2022 to 2036 was adopted in April 2022 and sets how the County Council intends to address key challenges by improving, maintain and managing the transport network in the period up to 2036. The plan contains various themes and strategies intended to deliver the plan's objectives covering the following four themes:

- Prosperous West Sussex;
- Healthy West Susses;
- Protected West Sussex; and
- Connected West Sussex

2.5 West Sussex's Transport Plan also identifies Area specific Transport Strategies across the county, those associated with Horsham District are outlined below:

- deliver improvements largely within existing highway land to provide bus priority at signal-controlled junctions;
- deliver small scale 'tactical' highway improvements on the A24 and A264 as development comes forward in advance of strategic improvements in the medium and long term depending on the development strategy;
- facilitate the introduction of on-street electric vehicle charging infrastructure, initially in Horsham, Billingshurst, Southwater, Colgate and Rusper followed by other areas;
- prioritise active travel modes where development takes place;

- increase space for active travel through infrastructure improvements on priority routes;
- deliver Air Quality Action Plans in Storrington and Cowfold;
- give greater priority to shared transport services on strategically important corridors in the medium term;
- investigate an integrated approach to resolving capacity issues on the A264;
- consult on removing a section of the A272 from the PRN;
- tackle use of inappropriate rural routes using behavioural initiatives; and
- work with strategic partners to improve rail services to London and along the Arun Valley Line in the long term.

West Sussex Walking and Cycling Strategy 2016 – 2026

2.6 In 2016, WSCC introduced the West Sussex Walking and Cycling Strategy which '*is designed to complement the Government's emerging Cycling and Walking Investment Strategy and sets out the County Council's aims and objectives for walking and cycling together with [the] priorities for investment in infrastructure improvements*'.

2.7 The strategy is relevant to this TA as it identifies that walking and cycling are low cost modes of travel that have the potential to replace a significant proportion of motorised journeys. The objectives identified within this strategy also strongly relate to those within the TA, in particular:

- 'To ensure that cycling and walking are recognised as important travel modes and therefore part of the transport mix'
- 'To make cycling and walking the natural choice for shorter journeys (such as journeys to school), or as part of a longer journey'
- 'To reduce congestion and pollution by encouraging and enabling people to travel without a car'

West Sussex Active Travel Strategy 2024-2036

2.8 In 2024 WSCC published the West Sussex Active Travel Strategy 2024-2036 which builds upon the West Sussex Walking and Cycling Strategy 2016 – 2026. The active travel strategy as four key ais which are:

- Aim 1: Support the decarbonisation of our transport network
- Aim 2: Reduce the need to travel by motorised vehicles
- Aim 3: Boost physical and mental health and wellbeing across the county
- Aim 4: Support future economic prosperity and vibrant local communities

2.9 WSCC also outlined with the strategy that they will continue to secure Travel Plans through the planning process for commercial and residential developments that are required to produce Transport Assessments. These sites will be required to achieve (or improve upon) a maximum 12-hour weekday vehicle trip rate and must be monitored in accordance with the TRICS UK Standard Methodology for Travel Plans.

3. EXISTING CONDITIONS

Site Context

3.1 As aforementioned, the site is located to the south of Parsonage Road and southeast of Wimblehurst Road in Horsham, West Sussex. The site is situated c.1,3km northeast of Horsham town centre and c.2.7km east of Broadbridge Heath village. The site context is shown in **Figure 2**.

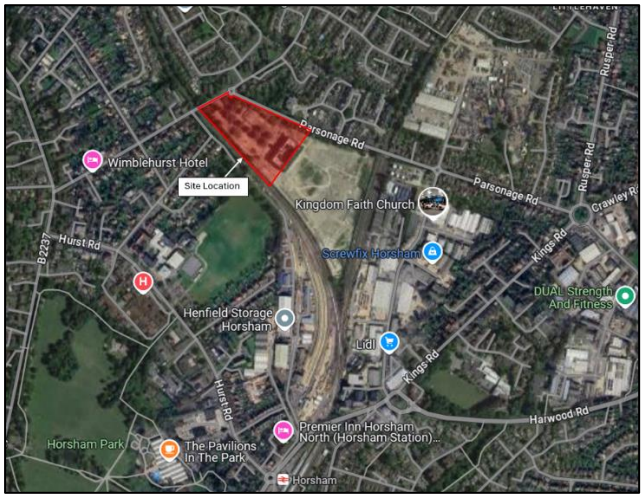

Figure 2: Site Context

Local Facilities

3.2 The site is well located in relation to the existing facilities and amenities within Horsham and the surrounding area. Within the local area there are a range of facilities and amenities, as summarised in **Table 1**.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Blenheim Road Bus Stop	85m	1 minute	<1 minute
Place of Worship	600m	8 minutes	2 minutes
Horsham Community Hospital	650m	8 minutes	3 minutes
Café	700m	9 minutes	3 minutes
North Heath Community Primary School	700m	9 minutes	3 minutes
Day Lewis Pharmacy	700m	9 minutes	3 minutes
The Hollbrook Club (community centre)	800m	10 minutes	3 minutes
Tesco Express	1.1km	14 minutes	4 minutes
Lidl	1.1km	14 minutes	4 minutes
Freeborn Bicycle Shop	1.2km	15 minutes	5 minutes
Horsham Rail Station	1.2km	15 minutes	5 minutes
Pub/Restaurant	1.3km	16 minutes	5 minutes
Gym	1.3km	16 minutes	5 minutes
Post Office	1.5km	19 minutes	6 minutes

Table 1: Local Amenities and Facilities

3.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). With many of the local amenities identified coming well within this threshold (and indeed Horsham Town Centre itself), it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

3.4 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.

3.5 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Local Highway Network

3.6 The proposed site is accessed via Wimblehurst Road, which is subject to a 30mph speed limit and has a straight alignment. The existing carriageway width is c.9.8m and formerly included a c.3m right turn lane into the site access. Opportunities and the necessity to reinstate the right turn lane are assessed later within this report. The existing site access conditions are shown in **Photograph 1**.

Photograph 1: Existing Wimblehurst Road Access Conditions

3.7 Wimblehurst Road connects to Parsonage Road and North Heath Lane at a mini-roundabout junction approximately 30m northeast of the site access and connects to the B2237 at a signalised junction approximately 450m southwest of the site access.

Pedestrian Network

Wimblehurst Road

3.8 Wimblehurst Road (in the vicinity of the site access) benefits from a c.1.8m wide footpath on the eastern side of the road, which, to the south of the access is separated from the carriageway via a grass verge. A c1.8m footpath is present on the western side of Wimblehurst Road for its duration. To the north of the site access, a continuous footway is provided which connects to the provision along Parsonage Road. The existing pedestrian infrastructure is demonstrated in **Photographs 2** and **3.**

Photograph 2: Footway Provision Looking South

Photograph 3: Footway Provision Looking North

3.9 To the northeast of the site footways are afforded on all the adjacent roads. There is an uncontrolled crossing on North Heath Lane (**Photograph 4**) that facilitates access to Blenheim Road North Heath bus stop, enabling travel northbound on the Metrobus 71 and 200 services. Opportunities to improve this junction for pedestrians are explored later within this report.

Photograph 4: Uncontrolled Crossing with Tactile Paving on North Heath Lane

3.10 To the south of the site, footways continue to flank either side of Wimblehurst Road to the junction with the B2237. The route for residents likely to access Horsham Town Centre by foot from the site includes the use of Richmond Road and Hurst Road. The existing conditions between the site and along Richmond Road are demonstrated in **Photographs 5 – 7**.

Photograph 5: Footway between site and Richmond Road

Photograph 6: Richmond Road/Wimblehurst Road Junction

Photograph 7: Richmond Road Conditions

3.11 Hurst Road benefits from footways flanking either side of the carriageway, with a signalised crossing also provided, helping to facilitate the movement of non-motorised users across the carriageway.

Parsonage Road

3.12 Parsonage Road, to the north of the site, includes a continuous footway flanking either side of the carriageway. The existing footway is of good width (circa 1.8m or more) and has sections separated from the carriageway by a grass verge. The existing conditions along Parsonage Road are demonstrated in **Photograph 8**.

Photograph 8: Parsonage Road Conditions

3.13 The routes to the local bus stops and towards the train station/town centre have been reviewed and it has been identified that there are a number of junctions which are currently lacking tactile paving. This includes the following:

- Parsonage Road and Wimblehurst Road at the Parsonage Road/Wimblehurst Road/North Heath Lane mini-roundabout
- Richmond Road/Wimblehurst Road junction
- Gordon Road/Wimblehurst Road junction
- Wimblehurst Road refuge island at the Wimblehurst Road/B2237 signalised junction
- All arms of the Parsonage Road/Parsonage Way/Foundry Lane roundabout
- Along Foundry Lane to the junction with North Street
- Parsonage Road/Kings Road/Rusper Road/Crawley Road/Redkiln Way

3.14 It is suggested that the proposed development would pay a proportionate contribution towards improvements to the junctions (either through S278 works or S106 contributions). Within the previous outline application (reference: DC/18/2687), Condition 12 required improvements in the form of dropped kerbs and tactile paving at the Parsonage Road/North Heath Lane/Wimblehurst Road roundabout, to which the proposed contributions would adhere too.

3.15 We are aware that the transport policies for WSCC (and similarly the NPPF 2024) suggest ways to improve active travel for short journeys should be prioritised, and one way for such that WSCC suggest is to give pedestrians the priority at side streets, through junction treatments/junction raises which ensures the routes are fully accessible for all.

3.16 Therefore, further review of two of the closest junctions to the site has been undertaken, namely the Parsonage Road/Wimblehurst Road/North Heath Lane mini-roundabout and similarly, given the concerns raised by local residents through the public consultation, the existing Richmond Road/Wimblehurst Road junction. Improvement schemes have therefore been designed that prioritise pedestrian movements in these locations, via the addition of Copenhagen crossings and/or changes in surfacing. The improvement schemes are presented in **Appendix B**.

3.17 As part of the proposed application, the site has been designed to prioritise walking on the internal road network offering pedestrians the ability to travel unimpeded across the site. As shown on the landscaping plan, included in **Appendix A**, priority provision is given within the site to pedestrian movements across the internal junctions, as well as at the site access itself and through the connectivity with the Phase 3 scheme.

Public Rights of Way (PRoW)

3.18 The PRoW surrounding the site are demonstrated in **Figure 3**.

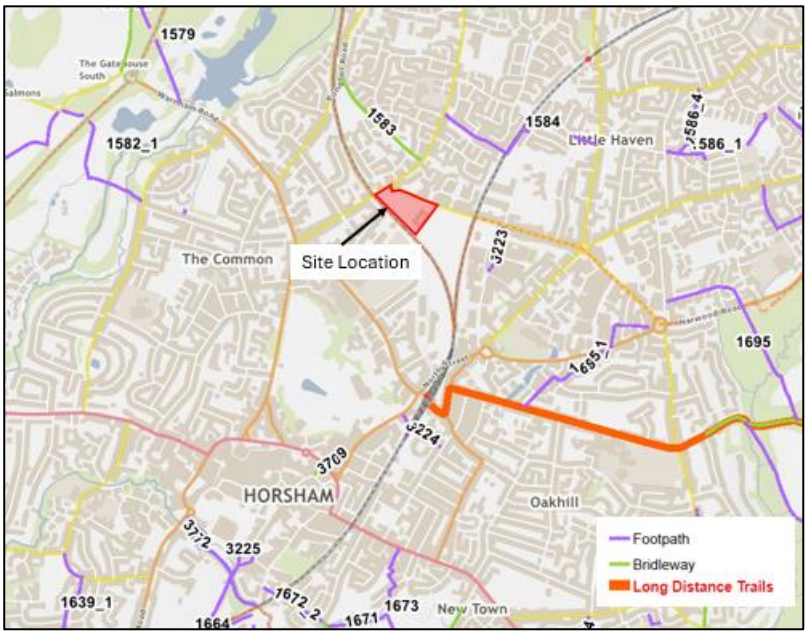

Figure 3: Public Rights of Way (PRoW) in the vicinity of the site

3.19 The long-distance High Weald Landscape trail, as shown in **Figure 3**, starts at Horsham Rail Station and goes east towards the eastern boundary of West Sussex linking to East Sussex PRoW. Parts of this trail are also bridleways, allowing equestrian and cycle access as well as pedestrian.

3.20 There is also a series of footpaths approximately 2km south of the site in Horsham Town Centre which connect the town with smaller villages, such as Southwater and Mannings Heath.

Cycle Network

3.21 The gentle topography and wide carriageways also make the area attractive for cyclists. With many amenities within an acceptable distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport.

3.22 Just c.35m northeast of the site access, Parsonage Road helps to facilitate cycling as a main mode of travel. The 'Getting Around Horsham' map produced by WSCC is included as **Appendix C** and shows local cycle and bus routes. As demonstrated on the map in **Appendix C**, Parsonage Road is a 'designated cycle route' and includes advisory on carriageway cycle markings, as shown in **Photograph 9**.

Photograph 9: Cycling Infrastructure in the Vicinity of the site

3.23 Beyond this, Kings Parade is also a designated cycle route from the eastern end of Parsonage Road towards the town centre. North Parade (from the western end of Wimblehurst Road) is also a designated cycle route into the town centre.

3.24 The local roads in the vicinity of the site also facilitate cycling in and around Horsham as well as providing safe links to the wider National Cycle Network. The WSCC Cycle Journey Planner illustrates the cycle routes present within West Sussex, those in Horsham are shown in **Figure 4**.

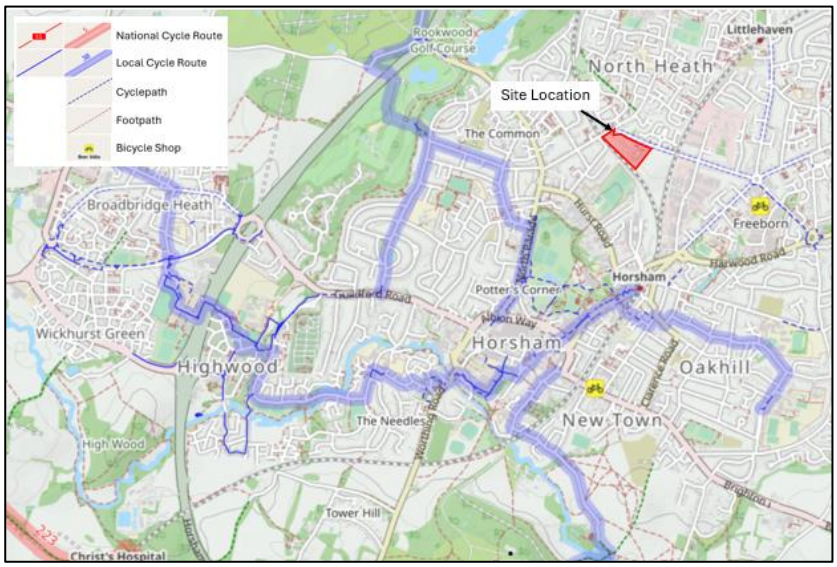

Figure 4: WSCC Cycle Journey Planner

3.25 The two nearest National Cycle Network routes are Route 223 to the southwest and 228 to the northeast of the site, as shown by **Figure 5**.

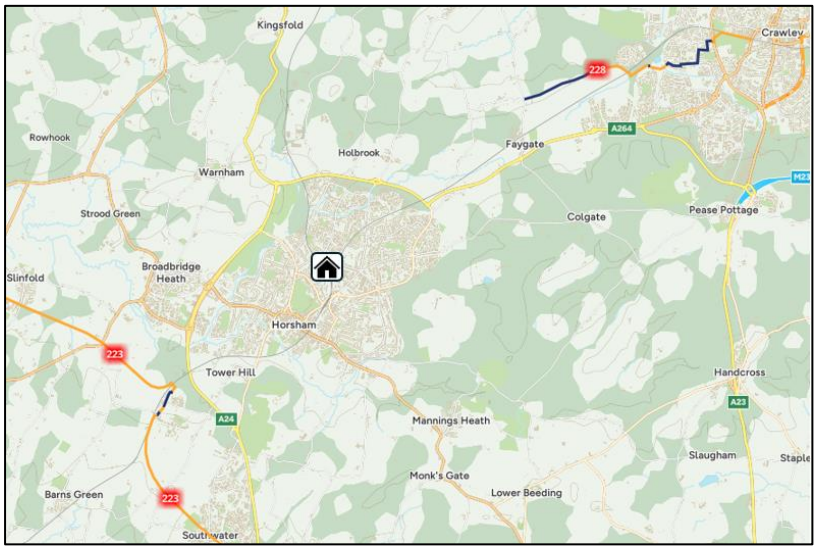

Figure 5: National Cycle Network

3.26 Route 223 travels from Chertsey to Shoreham-by-Sea and is 82% traffic free across the 73.4km route. The route is an approximately 22-minute cycle southwest from the site. Route 228 begins a 24-minute cycle northeast of the site and travels into Crawley. From Crawley you can connect to Route 21 which travels from Greenwich to Eastbourne.

3.27 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 6**.

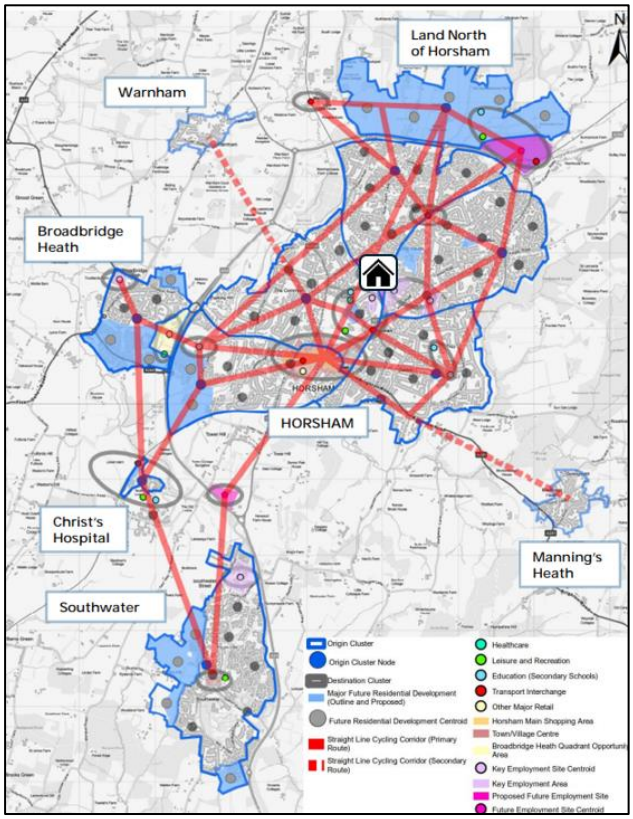

Figure 6: Proposed Cycling Network (straight-line corridor) (Horsham LCWIP)

3.28 It is noted that within the S106 for the previous planning application (planning reference: DC/18/2687), it was required that the existing footways along Parsonage Road were widened to 2m, and additional land was safeguarded to increase the width to 3m. It is understood that this was prior to the adoption of the Horsham LCWIP, which has since been adopted and not identified Parsonage Road as required to provide a shared footway/cycleway.

3.29 Nevertheless, the proposed site layout ensures that no development (dwellings/parking etc) is placed within the land formerly requiring safeguarding and thus should WSCC seek to provide any improvements/schemes along here, these can be accommodated without affecting development.

Public Transport Services

Bus Services

3.30 The site is well located to public transport services. The nearest bus stops are the 'Blenheim Road' bus stops located on North Heath Lane, approximately 85m from the site. These bus stops are served by three regular services to Horsham town centre and Gatwick Airport.

3.31 The 'Blenheim Road' bus stop in the southwest bound direction consists of sheltered seating, a flagpole timetable and real time information. The northeast bound bus stop consists of a flagpole and timetable. The 'Blenheim Road' bus stops are shown in **Photograph 10**.

Photograph 10: 'Blenheim Road' bus stops

3.32 From the 'Blenheim Road' bus stops 4 bus services are available, the 89 by compass travel and the 200, 61 and 71 which are all ran by Metrobus. The Metrobus 200 is a frequent service with two busses an hour. This service runs between Horsham Bus Station and Gatwick Airport via Horsham Hospital, Bartholomew Way Shops, Gossops Green, Shops and Ifield, Shopping Parade.

3.33 From Blenheim Road' bus stops it is a 2-minute bus journey to Horsham Hospital, 4-minutes to Horsham Railway Station and 9-minutes to Horsham Bus Station.

3.34 It should be noted that a contribution towards improving the facilities at the North Heath Lane bus stops was included within the previous S106 associated with the outline application (£10,000). The client is willing to provide (or a proportion of) this contribution through this scheme, should WSCC still consider it necessary.

Rail Services

3.35 The closest railway station to the site is Horsham, located c.1.2km south of the site. In addition to this, Littlehaven railway station is located c.1.5km north east of the site.

3.36 Horsham railway station is accessible via a 15 minute walk, a 5 minute cycle and as aforementioned a 4 minute bus journey from the 'Blenheim Road' bus stops located on North Heath Lane. The three Metrobus services provide a route to Horsham railway station.

3.37 Horsham railway station is served by Southern Railway. The station benefits from 253 cycle parking spaces through the provision of racks and stands, a station car park, a manned ticket office, CCTV, a comprehensive range of facilities, and step free access.

3.38 From Horsham railway station, direct trains are available to a number of locations, these include London Victoria (55 mins), Southampton (1 hour 32 mins) Portsmouth (1 hour), East Croydon (38 mins), Gatwick Airport (19 mins) and Crawley (8 mins).

Car Share/Car Clubs

3.39 Horsham benefits from 3no. Co-Wheels vehicles that are part of a car club and located across the town. The closest car to the site is c. 1.2km south, located near the station on North Street. Residents would need to be a member of the car club to access the vehicles, but this provides future residents with the opportunity of having access to a private vehicle without needing to own one. Further information on the opportunities relating to the car club scheme are provided within this report, but also within the accompanying TP.

Personal Injury Accident Data

3.40 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from Sussex Safer Roads Partnership for the latest available 5-year period. The data is available for the period between 31st of December 2019 – 31st of December 2024. The PIA investigation is demonstrated in **Figure 7**.

Figure 7: PIA Data

3.41 As shown in **Figure 7**, 5 incidents have occurred on Wimblehurst Road and 1 incident has occurred on North Heath Lane. Of these 6 incidents, 5 have been classed as 'slight' in nature and the remaining 1 incident was classed as 'serious' in nature.

3.42 Two of the recorded incidents occurred c.35m northeast of the site access at the Wimblehurst Road/North Heath Lane/Parsonage Road roundabout. The first incident, which was classed as 'serious' in nature, occurred on 25th September 2020 and the 'slight' incident occurred on 15th February 2022. Both of these incidents involved a driver and a cyclist.

3.43 Over the latest available 60-month period only 6 incidents have occurred in the vicinity of the site along Wimblehurst Road/North Heath Lane. From the data presented above there are no concerns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed scheme.

3.44 The number of accidents is typical for busy junctions on major routes. The accidents are typically the result of human error and there does not appear to be an underlying trend. As such, the accident record does not suggest any underlying safety problem with the local highway network, in that the accidents are also spread out over the study area both temporally and spatially.

3.45 It is therefore noted that in relation to NPPF paragraph 116 there is no severe impact on highway safety, based on the current highway design, and its existing operation.

Summary

3.46 The site is well located in relation to pedestrian, cycle and public transport infrastructure, therefore presenting an excellent opportunity to encourage the use of sustainable transport for residents and visitors. In addition, frequent bus and rail services available present a good opportunity to promote sustainable travel both during the week and for those who access the site at the weekend. The site also has previous consents for redevelopment and found suitably accessible for residential development.

4. PROPOSED DEVELOPMENT

4.1 The Lovell Site at the Former Novartis Site consists of 206no. residential units. The proposed accommodation schedule for Phases 1 and 2 of the development is summarised within **Table 2**, with full details attached within **Appendix A**.

Unit Type	Total
1-bed Flat	71
2-bed Flat	87
3-bed flat	1
2-bed house	4
3-bed house	24
4-bed house	19
Total	**206**

Table 2: Accommodation Schedule

Parking Provision

Car Parking

4.2 Within WSCC's Guidance on Parking in New Developments (2020), West Sussex is split into parking behaviour zones (PBZs) which require different levels of parking. The site is located within PBZ 4 for which the standards are set out in **Table 3** along with the resultant parking requirements.

Unit Type	Total	Car Parking per unit	Parking Requirement
1-bed	71	0.9	63.9
2-bed	91	1.1	100.1
3-bed	25	1.7	42.5
4+bed	19	2.2	41.8
Total	**206**	-	**248.3**

Table 3: WSCC Car Parking Requirements

4.3 Using the accommodation schedule and WSCC's standards, the proposed development would be required to provide a total of 249 car parking spaces. Between the car parking spaces demonstrated on the site layout included in **Appendix A**, and the basement car park, a total of 252no. car parking spaces are proposed.

4.4 It is proposed that of the 252 car parking spaces, 77 of these are located in the basement under the main heritage building, Blocks C12/C13/C14 on the site plan in **Appendix A**. The proposed layout of the basement is shown in **Appendix A**, with swept path analysis of the car parking attached as **Appendix D**.

4.5 The proposed parking provisions include a combination of allocated and unallocated spaces. The guidance states that "*that no special provision should be made for visitors where at least half of the parking provision associated with the development is unallocated'.* The quantum of unallocated spaces on site equates to more than 50% thus sufficient in ensuring this also encapsulates visitor parking within the site, and ensuring parking does not affect the flow of traffic on the local highway network.

4.6 It should also be noted that, as part of the Phase 3 application on the site adjacent, 2no. car club spaces are proposed in the vicinity of the site access, both of which would also comprise EV capabilities. As Paul Basham Associates are the transport consultant across both sites, we can confirm that initial correspondence has been undertaken with Co-wheels, who currently have vehicles within Horsham to determine the suitability of providing these spaces. The proposal issued by Co-wheels indicate that they are in favour of an initial 1no. vehicle, with uptake and use then reviewed by Co-wheels to consider whether a second vehicle would be viable. While it is subject to the Phase 3 site coming forwards, residents of this development at Phases 1 and 2 would be able to benefit from the use of these car club vehicles in the future.

4.7 Parking spaces measure 2.5m x 5.0m, with 6m aisle widths provided where appropriate. Swept path analysis of the layout has been undertaken and is included within Appendix D.

4.8 EV charging provision is provided across the site in the form of both active and passive capabilities, ensuring that the site will meet Building Regulation requirements.

Cycle Parking

4.9 The West Sussex County Council Guidance on Parking at New Developments (September 2020) was also assessed when considering the cycle parking requirements for the proposed development. For reference the West Sussex cycle parking standards are demonstrated in Table 4.

Unit Type	Total	Cycle Parking per unit	Cycle Parking Requirement
1-bed Flat	71	0.5 Spaces per unit	35.5
2-bed Flat	87	0.5 Spaces per unit	43.5
3+-bed Flat	1	1 space per unit	1
2-bed Houses	4	1 space per unit	4
3+-bed Houses	43	2 Spaces per unit	86
Total	206	-	170

Table 4: WSCC Cycle Parking Requirements

4.10 As outlined in Table 4, the cycle parking guidance demonstrates that a total of 170 cycle parking spaces would be required.

4.11 The site proposes to provide 220no. cycle storage spaces which exceeds the guidance. This includes cycle parking for the flats being contained within secure cycle stores attributed to each block, while for houses, cycle parking will be provided on fences or walls each unit.

4.12 A cycle strategy plan is being submitted under a separate cover to show the location of the bicycle storage facilities on site.

Internal Road Layout

4.13 The parameters of the site layout have been designed to create an attractive and permeable pedestrian and cycle environment. The site's main spine road measures circa 5.8m in width, after which carriageways narrow to 4.5 – 5.5m in width and become more reflective of Manual for Streets (MfS) and WSCC Local Design Guide.

4.14 The layout itself predominantly comprises formal carriageways and segregated footways flanking either one or both sides of the carriageway. In some areas (primarily around the flats), shared surfaces are proposed to help facilitate the manoeuvre of car parking spaces and raise pedestrians up the hierarchy.

4.15 In accordance with MfS design guidance, bends and junctions within the home zones would be designed to achieve the required forward visibility for tertiary streets (and thus to 18m) which correlates with vehicle speeds of 15mph. Where junctions adjoin the main estate roads, visibility has been demonstrated to accord with 20mph vehicle speeds (25m). Internal visibility splays are included in Appendix E.

Basement Car Park

4.16 As aforementioned, a basement car park is also provided on site serving the flats. The access arrangement for this part of the site would be via signals as the width of the ramp is not sufficient to accommodate two-way working for its entirety. The signals would be placed at both the top and bottom of the ramp, with associated white lining to denote the give way markings. Within the basement car park itself, give way markings are proposed on either side of the car park, with suitable yellow hatching to denote areas to be kept clear.

4.17 The provision of a basement car park was accepted through the previous outline application, but the difference in this scheme is that vehicles can enter and exit from both sides of the car park – thus the requirement for additional give-way markings within the basement itself. The design of the arrangement within the basement is included in Appendix D.

Servicing

Refuse Collection

4.18 In terms of refuse collection, guidance that should be considered includes Building Regulations, Manual for Streets and West Sussex Guidance. Schedule 1, Part H of the Building Regulations define locations for the storage and collection of waste. Part H of the Building Regulations and Manual for Streets state that "residents should not be required to carry waste more than 30m and waste collection vehicles should be able to get to within 25 m of the storage point". This is reduced to 10m for communal bin stores.

4.19 All delivery and servicing activity will be accommodated within the internal road network within the site. In line with advice from the Horsham Refuse Officer a 10.5m refuse vehicle has been used to track the whole site, this is included in Appendix F. Refuse vehicles will be able to get within 25m of all bin presentation areas and will not be required to reverse further than 12m in line with Manual for Streets. Communal bin stores will be provided for the apartment buildings.

4.20 A Waste Management Plan (WMP) has also been prepared and is submitted under a separate cover which provides more detail on this element.

Fire Service Vehicles

4.21 In terms of fire service vehicles, guidance that should be considered includes Building Regulations and Manual for Streets. Manual for streets outlines how that in The Building Regulation requirement B5 (2000) 10 concerns 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access', service vehicles should be able to get with 45m of all houses.

4.22 A fire tender has been tracked to demonstrate it can manoeuvre the whole site and is included in Appendix F. Fire tenders will be able to get within 45m of all corners of the building, and where this is not achieved, dry risers will be used.

5. TRIP GENERATION

5.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network. The proposals comprise of 159 flats and 47 dwellings.

Consented Trip Generation

5.2 The former site has been vacant for several years and therefore the trips associated with the proposed development would be considered new to the local highway network.

5.3 There was an outline consent granted on the wider site that lapsed in February 2025, and for the 'Lovell site' in particular was consented for 300 residential units. The original TA (DC/18/2687) submitted in December 2018, used the TRICs database and the 2011 Census to establish the likely trip generation for the development. This covered both the commercial and residential elements of the wider scheme, with a net trip generation exercise undertaken compared to the former land use at the site.

5.4 The trip generation exercise in the original TA expected the 300 residential units (Phases 1 and 2) to generate 107 two-way vehicle trips in the AM peak and 97 during the PM peak.

5.5 It should be noted that the proposed total number of residential units at the combined Residential Area (Phase 1 and Phase 2) has reduced from 300 to 206 units, however, the trip generation for 300 dwellings was deemed acceptable.

5.6 The trip generation exercise in the original TA also expected the 25,000sqm of B1a use (Phase 3) to generate 577 two-way vehicle trips in the AM peak and 434 during the PM peak. When extant uses were taken into consideration, the net impact of the vehicular trip generation of the B1 floorspace was calculated to be an additional 308no. trips in the AM peak period, 231no. vehicle trips in the PM peak period and 1,559no. vehicle trips across a 12-hour period

5.7 The consented net impact of development flows associated with the outline consent is summarised in Table 5.

Net Impact Flows	AM Peak		PM Peak		12 hour
	Arrivals	Departures	Arrivals	Departures	
Employment Flows	274	34	29	202	1,559
Residential Flows	42	63	51	45	946
Total	316	97	80	247	2,505

Table 5: Consented Additional Vehicular Trip Generation (Phases 1, 2 and 3) from DC/18/2687 application

Residential Trip Generation Assessment

5.8 To calculate the number of vehicle trips likely to be associated with 206 residential units a new TRICS assessment has been undertaken.

5.9 The parameters used for the TRICS assessment are summarised below, with the full results included in Appendix G.

- TRICS (v.7.11.4)
- Multi-Modal Surveys
- 'Residential' – 'Mixed Private (Flats and Houses)' Use Class
- Sites in England – Excluding Greater London
- 100 – 350 dwellings
- Weekday surveys only
- Suburban, Edge of Town Centre and Edge of Town Locations

5.10 The resultant trip rates and trip generation is presented in Table 6.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per dwelling	0.128	0.321	0.281	0.162	4.286
Trip Generation (206no. Dwellings)	26	66	58	33	883

Table 6: Proposed Vehicle Trip Generation for 206 units (TRICS v.7.11.4)

5.11 Table 6 demonstrates that the 206no. units are anticipated to generate 92 vehicle movements in the AM peak period, 89 vehicle movements in the PM peak period and 883 vehicle trips anticipated across a 12-hour period.

5.12 Although the outline consent was granted several years ago, the agreed trip rates set out within Table 8 of the original TA have been reviewed to provide a comparison to the latest TRICS results. The agreed trip rates for private houses and private flats have been used and the resultant trip generation is set out within Table 7.

	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)

5.13 Using the agreed trip rates set out in Table 8 of the original TA, the proposed development is anticipated to generate 98 vehicle movements in the AM peak period, 86 vehicle movements in the PM peak periods and 683 vehicle trips anticipated across a 12-hour period.

5.14 While the updated TRICS database suggests that the site would generate less vehicle movements in both the peak periods but slightly more across a 12-hour period than the agreed trip rates, the assessments within this report use the previously agreed trip rates, thus being more robust and enabling direct comparisons to be made against the outline consent. It is also worth reiterating that the site is likely to comprise an element of affordable units which typical exhibit lower trip rates, thus those presented in **Table 7** are considered to be the very worst-case.

Net Impact

5.15 The impact of the proposed residential development compared to the previously consented net additional trips generated by the residential dwellings has been reviewed in **Table 8**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Agreed Net Increase in Residential Flows	42	63	51	45	946
206no. Dwellings	38	60	48	38	683
Net Impact	-4	-3	-3	-7	-263
	-7		-10		

Table 8: Net Impact of Consented vs Proposed

5.16 **Table 8** demonstrates that the proposed residential development would be anticipated to generate 7 fewer trips in the AM peak period, 10 fewer trips in the PM peak period and 263 fewer trips across a 12-hour period than the previously consented net trips from the 300no. dwelling scheme.

Multi-Modal Trip Generation

5.17 To determine the likely number of pedestrians, cyclists and public transport users that the site may generate, the multi-modal assessment has been reviewed. The parameters used are summarised earlier within this section, with the full outputs attached as **Appendix G**. The resultant trip rates and trip generation is presented in **Table 9**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour)
	Arrivals	Departures	Arrivals	Departures	
Pedestrian Trip Rate per dwelling	0.052	0.127	0.077	0.051	1.289
Pedestrian Trip Generation (206 Dwellings)	**11**	**26**	**16**	**11**	**266**
Cyclist Trip Rate per dwelling	0.010	0.028	0.013	0.010	0.244
Cyclist Trip Generation (206 Dwellings)	**2**	**6**	**3**	**2**	**50**
Public Transport Trip Rate per dwelling	0.006	0.035	0.028	0.007	0.363
Public Transport Trip Generation (206 Dwellings)	**1**	**7**	**6**	**1**	**75**

Table 9: Proposed Multi-Modal Trip Generation

5.18 As demonstrated in **Table 9**, the proposed development is anticipated to generate 266 pedestrian movements, 50 cycle trips and 75 public transport users across a 12-hour period.

6. TRIP DISTRIBUTION

6.1 The traffic distribution data has been reviewed using the 2011 'Travel to Work' Census Data for Horsham 002 (where the site is located) and consideration given to the approved trip distribution set out within the TA to support the outline application (DC/18/2687).

6.2 Given that the 2011 Census dataset was used as part of the outline application, and that this dataset would continue to be the one utilised within this assessment, the previously agreed trip distributions have been maintained and used within this assessment. A summary of the distribution on the network is provided below:

- 44% to turn left out of the site (heading southwest-bound)
    - 21% turning right and heading northbound on the B2237
    - 23% turning left and heading southbound on the B2237
- 56% would travel right out of the site (heading northeast-bound).
    - 43% to travel north at the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout
    - 13% to travel eastbound on Parsonage Road.

Northeast bound Trips

6.3 At the Wimblehurst Road/North Heath Lane/Parsonage Road roundabout, traffic is anticipated to split, with 43% of traffic heading to/from the north (via North Heath Lane) and 13% of traffic heading to/from the east (Parsonage Road). Table 10 summarises the potential impact the proposed development could have on the routes to the north of the development site.

Route Assignment	Percentage	AM Peak Trips	PM Peak Trips
Not Using Roundabout	*44%*	*43*	*38*
Wimblehurst Road/Parsonage Road/North Heath Lane Roundabout			
Parsonage Road	13%	13	11
North Heath Lane	43%	42	37
U-turn	0%	0	0

Table 10: Impact on Northern Roundabout

Southwest bound Trips

6.4 At the Wimblehurst Road/B2237 signalised junction, traffic is anticipated to split, with 21% of traffic travelling to/from the north and 23% of traffic travelling to/from the south on the B2237. Table 11 summarises the potential impact of the development on the routes to the south of the site.

Route Assignment	Percentage	AM Peak Trips	PM Peak Trips
Not Using Wimblehurst Road/B2237 Signalised Junction	*56%*	*55*	*48*
Wimblehurst Road/B2237 Signalised Junction			
B2237 southbound	23%	23	20
B2237 Northbound	21%	20	18
West Parade	0%	0	0

Table 11: Impact on Southern Junctions

6.5 The anticipated impact on the above junctions has been considered when undertaking the junction modelling later within this report. The full distribution diagrams are included in **Appendix H**.

7. ACCESS ARRANGEMENTS

Existing Access

7.1 As aforementioned the site benefits from an existing access from Wimblehurst Road. The existing access is provided as a bellmouth junction, with a footway also provided on either side. The existing access is shown in **Photograph 11**.

Photograph 11: Existing Access Conditions

7.2 The existing access is circa 13m wide at the point at which the footway crosses, making it a large junction to facilitate pedestrian movements. The existing northern radius measures circa 9m whilst the southern radius measures circa 10m. Whilst the former site may have required access for larger vehicles, and subsequently justified the existing geometries, it is felt that the proposed residential development would not require the current arrangement and the whole junction can be tightened. As such, whilst the southern radius is to remain as existing, the northern radius is proposed to be reduced to 6m, which subsequently narrows the junction to circa 9m in the vicinity of the footway crossing location. This helps to prioritise pedestrian movements in line with WSCC transport policies.

7.3 It should also be noted that the access formerly benefitted from a right turn lane, however the white lining has been withdrawn and the lane no longer visible on the ground. As part of the outline application, it was proposed that the lining be reinstated to serve the site, something that this application also seeks to deliver. This will also help with the capacity of the junction and reduce the obstruction of vehicles queuing to turn right into the site on the flow of traffic travelling northbound on Wimblehurst Road. The site access design is included in **Appendix I.**

7.4 Swept path analysis demonstrating the suitability of the access arrangements has been undertaken and is included in **Appendix I**.

7.5 No vehicular access is afforded to Phase 3 (site to the east), except for emergency vehicles, thus eliminating the opportunity for rat-running through the sites to avoid the Parsonage Road/Wimblehurst Road/North Heath Lane Roundabout.

Visibility

7.6 As aforementioned, Wimblehurst Road is subject to a 30mph speed limit. Visibility splay drawings at the site access are demonstrated in **Appendix I**.

7.7 In the secondary direction, visibility splays have been drawn to 43m to accord with the posted speed limit. In the primary direction, the visibility splay is drawn to 38m which is to the Parsonage Road give-way line at the Parsonage Road/Wimblehurst Road/North Heath Lane Roundabout. Given the proposed improvements to the roundabout to prioritise pedestrian movements, this should subsequently reduce vehicle speeds and thus the proposed visibility splay should be considered acceptable.

7.8 Any obstruction within the visibility splays would be maintained to below 6000mm in height in accordance with MfS guidance.

Road Safety Audit and Designers Response

7.9 A Stage 1 Road Safety Audit (RSA) has been undertaken by an external consultant to consider the proposed access arrangements, and the proposed improvement works at the Parsonage Road/ Wimblehurst Road/North Heath Lane roundabout. The audit was carried out on 13th February 2025 and raised the following comments:

- Restricted visibility could lead to vehicle to pedestrian collisions.
- Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.

7.10 The full RSA and Designers Response is included within **Appendix J**.

Pedestrian Access

7.11 As aforementioned, Wimblehurst Road benefits from footways flanking the southeastern side (site side of the carriageway). The footways measure circa 1.8m in width and were observed to be of a good condition.

7.12 The development proposes to enhance the pedestrian infrastructure in the vicinity of the site access, by giving priority to pedestrians through a raised treatment (Copenhagen crossing), thus providing a continuous pedestrian connection between the existing footways. The raised treatment will enforce the priority, with appropriate markings provided within the site to make car drivers aware. Tactile paving is also proposed to ensure the design caters for all non-motorised users. The design is included within Appendix I.

7.13 Internally, 2m wide footways will flank the main spine road into the site, which will help facilitate and ensure a cohesive and continuous route is provided for pedestrians associated with Phase 3 to the east. Footways are also provided adjacent to the main internal carriageways, with only a handful of areas that comprise a shared surface. The landscape plan included in Appendix A illustrates this further.

8. JUNCTION CAPACITY MODELLING

8.1 To support the outline planning application, a detailed assessment of local junctions was undertaken to identify the impact of the proposed scheme on the network and identify areas where mitigation would be required. The scope of the junctions assessed within the outline TA are shown in **Figure 8**.

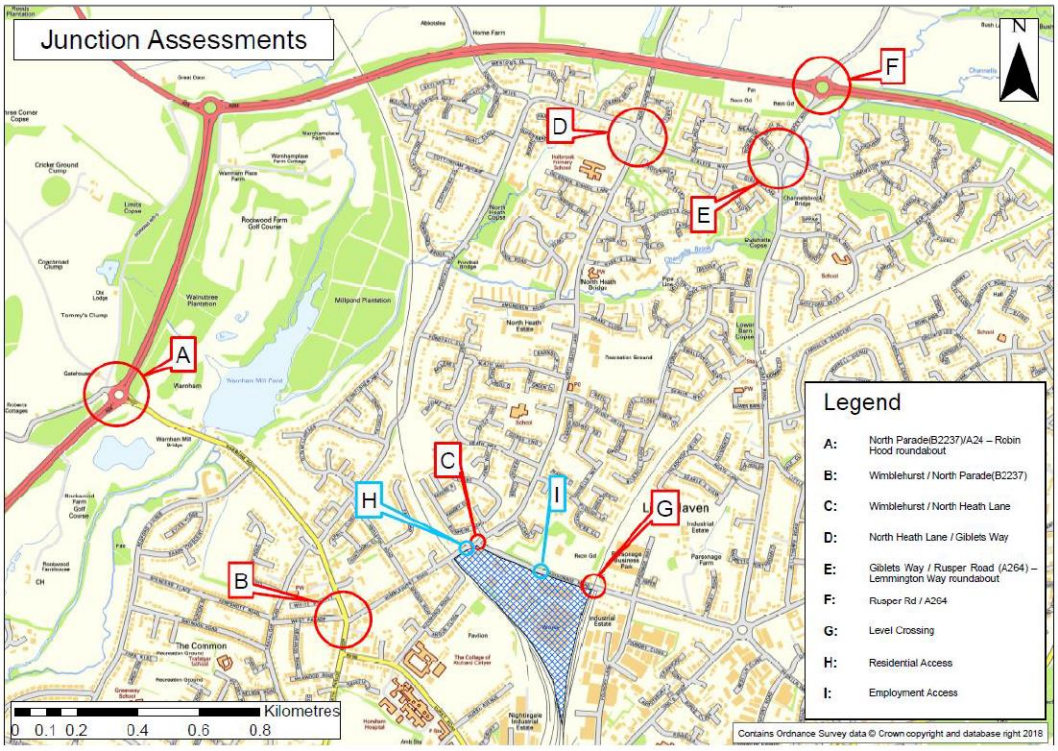

Figure 8: Figure 9 of the Outline TA (Junction Scope)

8.2 The junctions shown in **Figure 8** were assessed for a 2018 baseline and 2031 future year (both with and without development) scenarios. The 'with development' traffic scenarios assessed the net increase in vehicle trips associated with the 25,000sqm of B1 floorspace and 300 residential units on each junction.

8.3 Given the time since the previous application and the change in land use on the eastern part of the site (from 25,000sqm of B1 floor space to 244no. residential units), updated junction modelling has been undertaken, despite a significant reduction in vehicle trips being generated by the proposed development (as previously identified within **Section 5**).

8.4 To determine the scope of junction assessments, consideration has been given to the junction capacity assessments undertaken within the outline planning application (planning reference: DC/18/2687) as well as the anticipated vehicle distribution associated with the proposed development. The Junctions that were previously modelled within the outline application but have not been re-modelled within this report are junctions A, D, E, F and I, and are summarised below for reference:

- Junction A – B2237/A24
- Junction D – N Heath Lane/Pondtail Road/Giblets Way
- Junction E – Rusper Road/Giblets Way/Meadow Farm Lane/Lemmington Way
- Junction F – Rusper Road / A264
- Junction I – Phase 3 Site Access

8.5 Consideration has been made to the anticipated traffic flows presented in the Outline TA, the results of the previous junction assessments and the anticipated vehicle flows from the proposed development.

Junction A - B2237/A24 Roundabout

8.6 In the outline TA, Junction A (B2237/A24), was demonstrated as operating over capacity within the 2018 baseline, which was then only further exacerbated with the addition of the development. Since the TA was submitted, a scheme to signalise this junction which provides a significant increase in capacity in this location has been implemented.

8.7 With consideration to the proposed development, it is anticipated that 21 trips in the AM peak and 18 trips in the PM peak will be generated from the proposed development through this junction and therefore, given that this is below the 30-trip threshold within WSCC guidance which requires junction modelling, and that the previous application did not consider any mitigation or contributions to be made to the junction, no further assessment has been undertaken.

Junction D - North Heath Lane/Pondtail Road/Giblets Way

8.8 The North Heath Lane/Pondtail Road/Giblets Way roundabout was shown to operate within capacity in all scenarios modelled for the outline application, with a maximum RFC of 0.44 of Giblets Way in the 2031 + Development traffic PM scenario. Given that the previous assessment showed the junction operating well within capacity, and that the proposed development will result in a reduction of vehicle trips through the junction, no further assessment has been undertaken.

Junction E - Rusper Road/Giblets Way/Meadow Farm Lane/Lemmington Way

8.9 With the 2018 baseline assessment, Junction E (Rusper Road/Giblets Way/Meadow Farm Lane/Lemmington), was shown to be operating within capacity, with a maximum RFC of 0.76 (on the Rusper Road (N) arm. However, when the growth rates were applied, the RFC increased to 0.87, which further increased to an RFC of 0.89 with the addition of the proposed development. All other arms of this roundabout were anticipated to operate well within capacity.

8.10 As the anticipated trip generation set out within the Outline TA for the 25,000sqm of B1 floorspace was significantly higher than the 244no. proposed residential dwellings on the other parcel of land, and given the reduction in vehicle trips associated with the 206no. dwellings through this application, the impact on the junction would be lower than the previously deemed acceptable increase of 0.2 to the RFC. Therefore, no further assessment has been undertaken.

Junction F - Rusper Road/A264 roundabout

8.11 Comparably to Junction A, Junction F (Rusper Road / A264 junction), was demonstrated as operating over capacity within the 2018 baseline, which was then only further exacerbated with the addition of the development.

8.12 Since the TA was submitted the Mowbray Village development has been built on land north of the Rusper Road/A264 junction. As part of this development, improvements have been made to enlarge and signalise this junction which has significantly improved the capacity of the junction. Therefore, no further assessment of this junction has been undertaken, given that the proposed development will be generating less flows than the approved scheme.

Phase 3 Site Access

8.13 This junction has not been modelled as part of this assessment, given that an application is also being submitted for the scheme, and this would suitably assess the type and design of the access.

Scope of Junctions Modelled

8.14 Junction modelling has been undertaken for the '2025 baseline', '2031 future year' and '2031 future year + committed development' and '2031 future year + committed development + proposed development' scenarios to suitably assess the capacity of the following junctions:

- Phases 1 and 2 Site Access (H)
- Wimblehurst Road/N Heath Lane/Parsonage Road Roundabout (C)
- Wimblehurst Road/B2237 signalised junction (B)
- Parsonage Road/Parsonage Way/Foundry Lane Roundabout
- Parsonage Road/Rusper Road/Crawley Road/Redkiln Way/Kings Road Roundabout

8.15 It should be noted that the 2031 future year scenario has been assessed, to align with the assessments made within the outline TA and enable comparisons to be made across the results.

Junction Modelling Software

8.16 Modelling has been completed using Junctions 9 software for the T-junctions and roundabouts. The outputs provide a Ratio of Flow to Capacity (RFC) and maximum queue lengths associated with each arm of the junction. RFC values exceeding 0.85 signify the point at which capacity is being approached and the potential to improve capacity at the junction should be explored, whilst RFC values of 1.00 represent the junction operating at capacity. Each scenario has been modelled using the 'One Hour' profile demand data type to synthesise peak hour turning counts.

8.17 LinSig software is the industry standard method for assessing the capacity of signalised junctions and has therefore been used to assess the site access. LinSig provides a Degree of Saturation (DoS) value, which identifies the percentage of the junction's total capacity that is in use. DoS values exceeding 90% indicate that the junction is close to operating over capacity, and junction improvements or changes to the signal timings should be considered, whilst DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles will be able to clear the junction within one signal cycle. LinSig software also outputs vehicle delay and queue values to provide indicative details on the operational performance of the junction.

Baseline Traffic Flows

8.18 To obtain the baseline traffic flows for the network, junction turning counts were undertaken on Wednesday 27th November 2024. The data is included in **Appendix K**, with a summary of the junctions provided in **Tables 12 - 15**.

Wimblehurst Road/North Parade/ West Parade Signals			
	Wimblehurst Road	North Parade (NB)	North Parade (SB)
AM Peak (0815 – 0915)			
Flows	516	552	625
PM Peak (1700 – 1800)			
Flows	513	730	621

Table 12: Wimblehurst Road/North Parade/ West Parade Signals Turning Count Data

Parsonage Road/Wimblehurst Road/North Heath Lane Roundabout			
	Wimblehurst Road	Parsonage Road	North Heath Lane
AM Peak (0745 – 0845)			
Flows	596	500	612
PM Peak (1645 – 1745)			
Flows	670	419	419

Table 13: Parsonage Road/Wimblehurst Road/North Heath Lane Roundabout Turning Count Data

Parsonage Road/Foundry Lane/Parsonage Way Roundabout				
	Parsonage Road (WB)	Foundry Lane	Parsonage Road (EB)	Parsonage Way
AM Peak Period (0745 – 0845)				
Flows	523	174	497	35
PM Peak Period (1615 – 1715)				
Flows	356	225	347	75

Table 14: Parsonage Road/Foundry Lane/Parsonage Way Roundabout Turning Count Data

Parsonage Road/Crawley Road/Redkiln Way/Kings Road/Rusper Road Roundabout					
	Crawley Road	Redkiln Way	Kings Road	Parsonage Road	Rusper Road
AM Peak Period (0800 – 0900)					
Flows	491	578	291	335	459
PM Peak Period (1600 – 1700)					
Flows	291	475	311	381	270

Table 15: Parsonage Road/Crawley Road/Redkiln Way/Kings Road/Rusper Road Roundabout Turning Count Data

8.19 For robustness in the junction modelling assessments in this section, the TRICS peak periods were used (08:00-09:00 in the AM and 17:00-18:00 in the PM) and added to the associated junction's peak hour.

TEMPRO Growth Rates

8.20 As the baseline traffic counts were undertaken in 2024, NTM adjusted TEMPRO growth factors have been applied to produce estimates of future baseline traffic. The TEMPRO figures are demonstrated in **Table 16** and reflect the new 2025 baseline and the 2031 future year (as per the methodology within the previous outline consent).

Peak Hour	Growth Rate	
	(2024 – 2025)	2024 – 2031
AM	1.0153	1.0550
PM	1.0155	1.0553

Table 16: TEMPRO Growth Rates

Committed Development

8.21 Although an application is not yet submitted for Phase 3 (the eastern part of the wider site), the traffic flows anticipated to be generated by the development have been calculated and included within the junction assessments within this section. As Paul Basham Associates are the transport consultant for the adjacent site, we are aware that 244no. units are to be provided, and thus the trip rates for flats and houses within **Section 5** of this report have been applied accordingly.

Site Access Junction Modelling

8.22 The site access has been modelled for the '2031 future year + Committed Development + Proposed Development' scenario only. The results of the modelling assessment are shown in **Table 17**, with the full outputs included in **Appendix L.**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Queue	Delay	RFC	Queue	Delay	RFC
2031 Future Year + Committed Development + Proposed Development						
Site Access –Wimblehurst Road (NB)	0.2	19.40	0.16	0.1	15.68	0.09
Site Access – Wimblehurst Road (SB)	0.1	8.96	0.07	0.0	7.69	0.04
Wimblehurst Road (SB) - Wimblehurst Road (NB)	0.0	9.07	0.04	0.1	8.27	0.05

Table 17: Site Access Modelling Outputs

8.23 The site access modelling results demonstrate that the junction operates well within capacity with a maximum RFC of 0.16, queues of less than 1 vehicle and delays of less than 20 seconds.

Parsonage Road/Wimblehurst Road/North Heath Lane roundabout

8.24 The Parsonage Road/Wimblehurst Road/North Heath Lane roundabout was identified within the outline planning application to be a constraint on the network. The results within the outline TA demonstrated 2018 baseline RFCs of 1.03 in the AM peak and 0.70 in the PM peak period. This was then only exacerbated as a result of the proposed development. The results from the original outline TA with the future year and all development traffic are demonstrated in **Figure 9**.

Table 18 Junction C Baseline + growth + development traffic model output

	AM Peak		PM Peak	
	Queue (PCU)	RFC	Queue (PCU)	RFC
North Heath Lane	**240.1**	**1.5**	2.6	0.72
Parsonage Road	**25.2**	**1.02**	**39.6**	**1.07**
Wimblehurst Road	3.1	0.76	2.2	0.69

Figure 9: Outline TA Results - Wimblehurst Road/Parsonage Road/North Heath Lane Roundabout

8.25 A potential mitigation scheme was put forward to signalise the junction, but the S106 associated with the outline consent didn't require this to be implemented, but rather a traffic monitoring scheme be implemented. The monitoring scheme would then help WSCC highways to determine when additional works would be required, and they would utilise CIL payments to help fund the improvements.

8.26 Given the time since the outline application, new traffic data was recorded for the roundabout and updated junction capacity assessments undertaken. The geometries for the roundabout in this assessment have been extracted from the outline TA. The results of the assessment are summarised in Figure 10, with the full outputs included in Appendix M.

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Configuration - 2025 Baseline							
1 - North Heath Lane	20.1	106.97	1.01	F	2.2	17.16	0.67	C
2 - Parsonage Road	10.5	70.86	0.94	F	2.6	20.30	0.71	C
3 - Wimblehurst Road	1.1	5.85	0.50	A	1.3	6.20	0.54	A
	Existing Configuration - 2031 Future Year							
1 - North Heath Lane	31.3	152.66	1.05	F	2.5	19.24	0.71	C
2 - Parsonage Road	14.8	93.66	0.98	F	3.0	23.23	0.74	C
3 - Wimblehurst Road	1.2	6.12	0.52	A	1.4	6.55	0.56	A
	Existing Configuration - 2031 Future Year + Committed Development							
1 - North Heath Lane	44.7	207.25	1.10	F	3.3	23.85	0.76	C
2 - Parsonage Road	32.1	170.67	1.07	F	4.2	30.05	0.80	D
3 - Wimblehurst Road	1.3	6.50	0.54	A	1.6	7.07	0.59	A
	Existing Configuration - 2031 Future Year + Committed Development + Prop Dev							
1 - North Heath Lane	54.3	245.71	1.14	F	4.0	27.93	0.80	D
2 - Parsonage Road	35.4	187.95	1.08	F	4.8	34.42	0.83	D
3 - Wimblehurst Road	1.4	6.75	0.56	A	1.8	7.63	0.62	A

Figure 10: Wimblehurst Road/Parsonage Road/North Heath Lane Modelling Outputs

8.27 The results presented in Figure 10 demonstrate that the junction operates over capacity in the 2025 baseline scenario in the AM peak period and then is exacerbated with the addition of the developments. The PM peak period operates well within capacity in all scenarios.

8.28 The results of the junction modelling are present a betterment to those presented in Figure 9 associated with the outline TA, and the PM peak period shows as operating within capacity with the revised results.

8.29 The results have also been considered against the recorded queue lengths for the junction to ensure the model can be considered representative. In the AM peak hour (0745 – 0845), the average recorded queues were 8no. on Parsonage Road, 4no. on Wimblehurst Road and 5no. on North Heath Lane. For the PM peak hour (1645 – 1745), the average recorded queues were 5no. on North Heath Lane, 4no. on Wimblehurst Road and 3no. on North Heath Lane.

8.30 With consideration to the results generated by the model, it can be seen that the AM and PM queues are not too dissimilar for Parsonage Road and Wimblehurst Road, nor for the PM results on North Heath Lane. The AM result however, for North Heath Lane shows significantly higher queues generated by the model compared to the average queuing. The results generated by the model should therefore be considered as potentially overly robust.

8.31 With consideration to the results presented within this section, and the strategy implemented for the outline application, no further mitigation measures are proposed at this roundabout at this stage to help improve vehicular capacity.

8.32 It is however, suggested that improvements to the pedestrian infrastructure be provided, with the addition of tactile paving on the Wimblehurst Road and Parsonage Road arms. In addition, it is suggested that the roundabout and pedestrian treatments across each arm of the junction are raised. An indicative design of this is provided within Appendix B. Whilst this wouldn't improve the vehicular capacity of the junction, it would necessitate vehicles to slow down upon approach to the roundabout and give pedestrians the priority, which would be in accordance with both NPPF and WSCC policies.

Wimblehurst Road/B2237/West Parade Signalised Junction

8.33 The proposed development is anticipated to place 44no. traffic movements through the Wimblehurst Road/B2237/West Parade signalised junction in the AM peak period and 38no. vehicle movements through the junction in the PM peak period. Of these, half are anticipated to go to/from Wimblehurst to the left and half and anticipated to go to/from Wimblehurst Road to right, thus reducing the flows through the next junctions to circa 22no. in the AM and 19no. in the PM.

8.34 The signalised junction was modelled as part of the original outline TA, and it was modelled as a linked junction with the signalised junction at Hurst Road to the south. The modelling results showed the junction operating over the 100% threshold in the PM peak period and at circa 98% in the AM peak period within the 2018 baseline scenarios. The results were then recorded as 156% in the future year scenario with all development traffic.

8.35 The Wimblehurst Road/B2237/West Parade signals have been reassessed as part of this application to determine the current situation and the impact of the proposed development on the operation.

8.36 The staging and phasing of the lights have been re-observed and considered to match what was previously presented within the outline TA (minus the junction to the south). Therefore, the phasing and staging, as well as the geometries are taken from the modelling outputs associated with the outline application. For ease, a summary of the model is provided below:

- Two arm approaches for both B2237 arms and one arm exit from Wimblehurst Road
- Pedestrian phase only across the B2237 North Parade (SB) arm
- Separate phases for B2237 North Parade (NB) traffic
- Four stage sequence with the pedestrian phase provided on an every-other cycle.
- 180 second cycle time

8.37 The results of the junction modelling are summarised in **Table 18**, with the full outputs included in **Appendix N**.

	AM Peak (0815 – 0915)			PM Peak (17:00-18:00)		
	Mean Max Queue	Average Delay	DoS	Mean Max Queue	Average Delay	DoS
2025 Baseline						
North Parade (SB) Right/Left/Ahead	21.2	80.6	97.1	23.2	98.8	99.2
Wimblehurst Road	22.4	77.7	95.4	27.1	110.3	99.8
North Parade (NB) Left/Ahead/Right	15.0	78.2	97.0	23.1	95.2	100.3
2031 Future Year						
North Parade (SB) Right/Left/Ahead	27.1	106.6	100.3	40.3	177.6	105.1
Wimblehurst Road	30.1	120.4	100.8	41.1	196.6	105.8
North Parade (NB) Left/Ahead/Right	15.8	80.2	97.4	36.8	143.4	104.3
2031 Future Year + Committed Development						
North Parade (SB) Right/Left/Ahead	35.8	143.1	103.1	45.4	199.5	106.7
Wimblehurst Road	39.6	170.4	104.4	47.1	223.6	107.6
North Parade (NB) Left/Ahead/Right	29.6	158.5	104.7	52.8	205.6	108.3
2031 Future Year + Committed Development + Proposed Development						
North Parade (SB) Right/Left/Ahead	46.8	199.6	106.7	60.3	286.4	111.6
Wimblehurst Road	49.5	216.0	107.3	55.0	273.0	110.9
North Parade (NB) Left/Ahead/Right	38.5	205.4	108.2	66.5	253.6	111.7

Table 18: North Parade/Wimblehurst Road Signalised Junction Modelling Results

8.38 The results presented in **Table 18** demonstrate that the junction operates over capacity in the 2025 baseline scenario, which is then only further exacerbated with the addition of the proposed development(s).

8.39 The results have also been considered against the recorded queue lengths for the junction (**Appendix K**) to ensure the model can be considered representative. In the AM peak hour (0815 – 0915), the average recorded queues were 34no. on North Parade (SB), 24no. on Wimblehurst Road and 6no. on North Parade (NB). For the PM peak hour (1700 - 1800), the average recorded queues were 9no. on North Parade (SB), 13no. on Wimblehurst Road and 6no. on North Parade (NB).

8.40 With consideration to the results generated by the model, it can be seen that the PM recorded queues are considerably lower than the model has forecast, while for AM results, the model is relatively accurate for Wimblehurst Road but slightly low for North Parade (SB) and slightly high for North Parade (NB). The results generated by the model should therefore be considered with it in mind that the junction is perhaps performing slightly better in terms of queuing vehicles and delays than it appears to do so in the modelling.

8.41 With regards to mitigation at the junction to be able to accommodate the additional traffic anticipated to be generated by the developments, consideration has been given to the signal timings. At present, the cycles are 90 seconds and run on an every-other to reflect when the pedestrian crossing is called. Consideration has therefore been given to running the cycles on a 120-second cycle, and again with the every-other pedestrian phase.

8.42 The results of the junction model with a 240-second cycle time (double cycle with pedestrian phase) are therefore presented in **Table 19** (and full results included in **Appendix N**) for the '2031 Future Year + Committed Developments' and '2031 Future Year + Committed Developments + Proposed Development' scenarios.

	AM Peak (0815 – 0915)			PM Peak (17:00-18:00)		
	Mean Max Queue	Average Delay	DoS	Mean Max Queue	Average Delay	DoS
2031 Future Year + Committed Development						
North Parade (SB) Right/Left/Ahead	26.6	84.3	96.6	36.8	139.0	102.0
Wimblehurst Road	30.7	95.0	97.4	42.7	168.3	102.8
North Parade (NB) Left/Ahead/Right	18.7	87.9	97.7	34.6	121.0	101.8

2031 Future Year + Committed Development + Proposed Development						
North Parade (SB) Right/Left/Ahead	39.6	139.7	102.1	51.4	201.5	105.9
Wimblehurst Road	41.2	146.1	102.1	50.4	212.8	105.9
North Parade (NB) Left/Ahead/Right	24.5	117.1	101.0	52.6	176.4	105.0

Table 19: North Parade/Wimblehurst Road Signalised Junction – Revised Cycle Times

8.43 The results presented in **Table 19** demonstrate that, whilst the junction is still shown to operate over capacity with the addition of the development traffic, the results with the revised cycle time are more in line with the 2025 baseline and 2031 future year results. This therefore should be considered as a measure of mitigation for the junction.

8.44 It should be noted that the outline application was not required to provide any mitigation measures for the junction given that the junction was shown to be operating over capacity prior to any development coming forwards. As such, our client would be willing to provide a proportionate contribution towards any wider improvement scheme that WSCC would be seeking to deliver in this location, but it should not be a requirement of the development to provide the full mitigation scheme.

Parsonage Road/Parsonage Way/Foundry Lane Roundabout

8.45 The Parsonage Road/Parsonage Way/Foundry Lane roundabout wasn't assessed as part of the previous application, however, because of the change of use on Phase 3 and the anticipated distributions, junction modelling has now been undertaken.

8.46 The geometries for the roundabout have been determined by using Google maps and creating a geometries plan. The results of the junction modelling assessment are summarised in **Table 20**, with the full outputs included in **Appendix O**.

	AM Peak (0745 – 0845)			PM Peak (1715 - 1815)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Baseline						
Parsonage Road WB	3.0	19.13	0.74	1.0	9.22	0.48
Foundry Lane	0.4	6.75	0.25	0.5	6.72	0.30
Parsonage Road EB	1.8	11.70	0.62	0.9	7.96	0.44
Parsonage Way	0.1	6.21	0.06	0.1	5.95	0.11
2031 Future Year						
Parsonage Road WB	3.6	21.91	0.77	1.1	9.67	0.50
Foundry Lane	0.4	6.96	0.27	0.5	6.96	0.32
Parsonage Road EB	2.0	12.58	0.65	0.9	8.27	0.46
Parsonage Way	0.1	6.38	0.07	0.1	6.11	0.12

2031 Future Year + Committed Development						
Parsonage Road WB	4.0	24.17	0.80	1.2	10.16	0.53
Foundry Lane	0.4	7.12	0.28	0.5	7.15	0.33
Parsonage Road EB	2.3	13.78	0.69	1.0	8.58	0.48
Parsonage Way	0.1	6.57	0.07	0.2	6.23	0.12
2031 Future Year + Committed Development + Proposed Development						
Parsonage Road WB	4.2	24.97	0.80	1.2	10.32	0.53
Foundry Lane	0.4	7.17	0.28	0.5	7.21	0.33
Parsonage Road EB	2.3	14.10	0.69	1.0	8.71	0.49
Parsonage Way	0.1	6.62	0.07	0.2	6.27	0.12

Table 20: Parsonage Road/Parsonage Way/Foundry Lane Roundabout Modelling Results

8.47 The results presented in **Table 20** demonstrate that the roundabout will operate within capacity in all scenarios, with a maximum RFC of 0.80, queues of less than 5 vehicles and delays of under 25 seconds.

Parsonage Road/Rusper Road/Crawley Road/Redkiln Way/Kings Road Roundabout

8.48 Similarly to the previous junction, the Parsonage Road/Rusper Road/Crawley Road/Redkiln Way/Kings Road roundabout wasn't assessed as part of the previous application, however, because of the change of use on Phase 3 and the anticipated distributions, junction modelling has now been undertaken.

8.49 The geometries for the roundabout have been determined by using Google maps and creating a geometries plan. The results of the junction modelling assessment are summarised in **Table 21**, with the full outputs included in **Appendix P**.

	AM Peak (0800 – 0900)			PM Peak (1600 - 1700)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Baseline						
Crawley Road	3.8	25.89	0.79	0.7	7.69	0.39
Redkiln Way	6.7	39.61	0.88	1.7	11.41	0.60
Kings Road	1.5	16.90	0.58	1.1	11.71	0.51
Parsonage Road	1.1	10.43	0.50	1.4	11.63	0.56
Rusper Road	1.8	12.61	0.62	0.6	7.48	0.37
2031 Future Year						
Crawley Road	5.1	33.69	0.84	0.7	8.04	0.41
Redkiln Way	10.2	57.64	0.93	1.9	12.46	0.63
Kings Road	1.7	19.05	0.62	1.2	12.62	0.54
Parsonage Road	1.2	11.15	0.53	1.5	12.61	0.59
Rusper Road	2.0	14.02	0.66	0.7	7.78	0.38

2031 Future Year + Committed Development						
Crawley Road	5.6	36.87	0.85	0.8	8.26	0.42
Redkiln Way	11.7	64.86	0.95	2.0	13.07	0.65
Kings Road	1.8	19.58	0.63	1.3	12.97	0.54
Parsonage Road	1.3	11.83	0.55	1.7	13.21	0.61
Rusper Road	2.1	14.55	0.66	0.7	7.91	0.39
2031 Future Year + Committed Development + Proposed Development						
Crawley Road	5.8	37.92	0.86	0.8	8.26	0.42
Redkiln Way	12.3	67.42	0.95	2.1	13.29	0.66
Kings Road	1.8	19.74	0.63	1.3	13.08	0.54
Parsonage Road	1.4	12.02	0.56	1.7	13.45	0.61
Rusper Road	2.1	14.70	0.67	0.7	7.95	0.39

Table 21: Parsonage Road/Rusper Road/Crawley Road/Redkiln Way/Kings Road Roundabout Modelling Results

8.50 The results presented in **Table 24** demonstrate that the roundabout exceeds the 0.85 threshold in the 2025 baseline (AM) scenario for Redkiln Way, which is then only exacerbated in future years and with additional traffic. The junction is shown to be operating within capacity in all PM scenarios.

8.51 While the junction is shown to exceed 0.85, the results show that the impact of the proposed development on the junction is minimal. The RFC values increase by a maximum of 0.01 and an additional 1 vehicle is added to queues when compared with the '2031 Future Year + Committed Development' scenario. The increase in delays is also minimal.

9. OFF SITE HIGHWAY WORKS AND CONTRIBUTIONS

Pedestrian Infrastructure

9.1 This report has reviewed the pedestrian infrastructure in the vicinity of the site and has identified areas where there are improvements that could be made. The proposed development would provide a continuous pedestrian route across the proposed site access, giving the priority to pedestrians, in accordance with NPPF and WSCC policies.

9.2 Land would also be safeguarded to enable the widening of the existing footway along the southern side of Parsonage Road to 3m should it ever be required.

9.3 To the east of the site, there are a number of junctions that could benefit from tactile paving which our client is willing to pay contributions towards. To the south of the site, an opportunity to improve the provision at the Wimblehurst Road/Richmond Road junction has also been put forwards.

9.4 To the north of the site, the development would provide a contribution towards the identified pedestrian improvement scheme set out within **Appendix B** of this report, for which it is suggested that raised pedestrian footways and roundabout as a whole are provided, with appropriate give way markings for vehicles. Whilst this wouldn't increase capacity for vehicles in this location, it would prioritise pedestrian movements (which aligns with WSCC and NPPF policies), and help reduce vehicle speeds around the junction, something that was raised at the public consultation as a concern for local residents.

Cycle Contributions

9.5 The S106 agreement for the outline application set out a contribution of £100,000 towards cycle signage and Traffic Regulation Orders between the site and Horsham Train Station. Whilst our client is not against providing a contribution towards cycle improvements, the signage and TROs works appear vague and would rather the money go towards delivery of something physical that would encourage a modal shift.

Public Transport Contributions

9.6 The S106 agreement for the outline application set out a £10,000 contribution towards improvements to the bus stops on North Heath Lane, to which our client is willing to accept this contribution (or a proportion of) through this application.

Junction Capacity Mitigation and Improvements

9.7 The Wimblehurst Road/Parsonage Road/North Heath Lane junction has been demonstrated to operate over capacity within the 2025 baseline scenario, but the results presented across the scenarios are lower than those accepted as part of the previous outline application. The S106 for the outline application required a traffic monitoring strategy for the junction and WSCC would collect CIL payments and spend them on improvements when the monitoring strategy indicates it is required.

9.8 Our client is willing to pay a contribution towards improvements at this junction, whether that be towards the pedestrian improvements shown in **Appendix B**, or towards capacity improvements that WSCC would deliver.

9.9 Similarly, the Wimblehurst Road/North Parade signalised junction is shown to operate over capacity prior to the development coming forwards. As such, our client would be willing to pay a proportionate contribution to wider improvements in this area that would be delivered by WSCC.

10. SUMMARY AND CONCLUSIONS

10.1 This Transport Assessment has been prepared by Paul Basham Associates on behalf of Lovell Partnerships to support a planning application for 206 new residential units on the western parcel of the former Novartis site, Horsham.

10.2 The site is well located in relation to a number of local facilities and amenities, the local and strategic highway network, the local cycle network and good public transport services. The site also benefits from an existing vehicular access onto Wimblehurst Road and a previous outline consent for a greater volume of development.

10.3 A review of Personal Injury Accident data for the most recently available five-year period identified no existing trends or patterns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed development.

10.4 Car and cycle parking requirements have been considered against WSCC's guidance the proposed development would be required to provide a total of 248no. car parking spaces and 170no. cycle parking spaces. A total of 252no. car parking spaces are proposed, and cycle storage is proposed to exceed the requirements with circa 220no. being provided.

10.5 The proposed development has been assessed against the TRICS database and the agreed trip rates as part of the original TA (DC/18/2687) submitted in December 2018. A robust trip generation assessment forecasts the proposed dwellings to generate 98 vehicle movements during the AM peak hour and 86 vehicle movements in the PM peak hour, with 683 daily vehicle movements. The distribution of the traffic from the site has been considered again Census data and the outline TA. It is therefore anticipated that 56% of development traffic would travel to/from the right of the site access and 44% would route to/from the left of the site access.

10.6 The site would be accessed via the existing bellmouth onto Wimblehurst Road, albeit alterations are proposed to the kerb lines and radii to improve the opportunities for pedestrians. The reinstatement of the right turn lane markings is also proposed to help with the capacity of the network in this area. Pedestrian movements are proposed to be prioritised across the site access with raised junction treatments and associated give way markings.

10.7 Pedestrian provision in and around the site's spine round will ensure a continuous and cohesive approach and route into Phase 3 to the east is afforded, with the internal pedestrian network also ensuring segregated footways are provided where appropriate.

10.8 This report has reviewed the pedestrian provision in the locale and has identified areas where this can be improved through contributions made by the proposed development, including the inclusion of tactile paving at existing junctions and a more enhanced pedestrian scheme at the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout and at the Wimblehurst Road/Richmond Road junction.

10.9 Junction capacity assessments have been carried out for numerous junctions in the locale and the results have identified that the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout and the Wimblehurst Road/North Parade signalised junction operate over capacity in the 2025 baseline scenarios prior to the proposed development coming forwards. Therefore, our client is willing to provide proportionate contributions towards improvements to these junctions, but no further mitigation is proposed through this application. The results of the assessments do show a reduced impact when compared to those included within the outline TA, for which no mitigation strategies were implemented, aside from a monitoring scheme for the Wimblehurst Road/Parsonage Road/North Heath Lane roundabout.

10.10 This Transport Assessment has demonstrated that the proposed development would not have a severe impact on the operation and safety of the local road network in the context of the NPPF and provides opportunities to enhance the local walking and bus networks in particular for both future and existing residents in the locale. We would therefore encourage WSCC to look favourably on this development in relation to highways, as they previously have for a more intensive form of development on this site.

Appendix A

SCALE

1:500

0 2 5 10 20 25m

A1

NOTES:

All dimensions to be checked on site.
Drawing to be read in conjunction with all relevent Architectural, Interiors, Structural, M&E, Drainage/ Public Health, Landscape and Civils drawings and specifcations.
Any discrepencies between consultant's drawings to be reported to the Architect before any work commences.
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous.
These items should not be considered as a full and final list.

The Work Package Contractor's normal Health & Safety obligations still apply when undertaking constructional operations both on and off site.

Ayre Chamberlain Gaunt take no responsibility for the location of legal boundaries indicated on this drawing and advise a seperate drawing to be completed by specialist surveyor in order to establish exact boundaries.
DWG files provided for information only. Refer to PDF record.

- Extent of Lovell Site Boundary
- 3m Drainage Easment
- S106 Path Edge within Site
- Extent of Muse Site Boundary
- 3m Network Rail Easement

NOTE - Site boundaries are shown for planning purposes only. Measured/Topographical survey information of the site should form the basis of design propoals

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PROJECT

Former Novartis Site
Parsonage Road, Horsham

DRAWING TITLE

Site Block Plan - Lovell Site

REV.	DATE	DESCRIPTION
P1	28.02.25	Draft Planning Issue For Comment

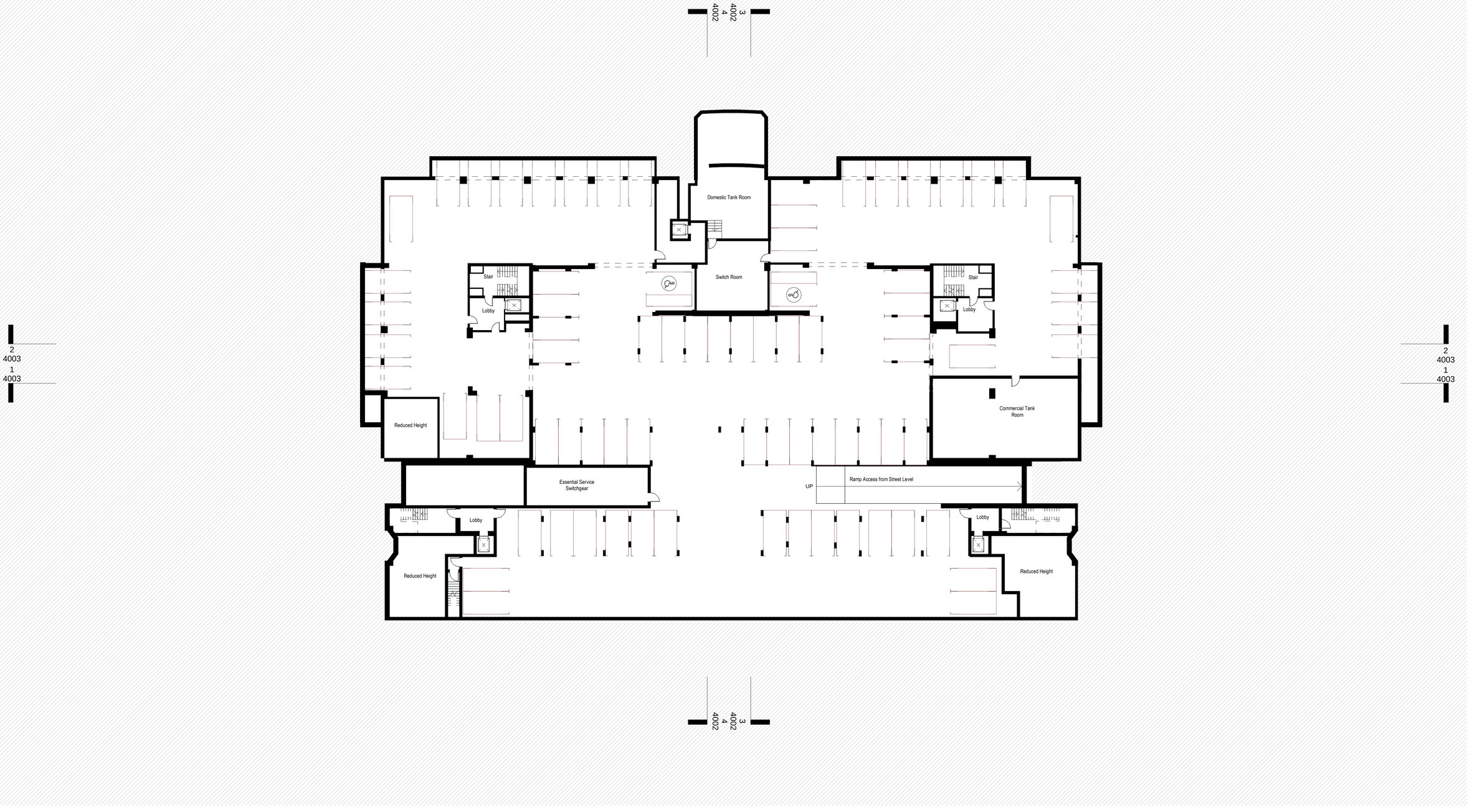
DRWN BY	CHKD BY	APPD BY
RB	RB	MA

DRAWING NO.

project code - originator - volume - level - type - role - number

HOR-ACG-XX-XX-DR-A-1001

STAGE	SUITABILITY	
RIBA stage	code	description
3	S3	Suitable for Review & Comment



A1

SCALE

1:200

0 1 2 5 10m

NOTES:

All dimensions to be checked on site.
Drawing to be read in conjunction with all relevent Architectural, Interiors, Structural, M&E, Drainage/ Public Health, Landscape and Civils drawings and specifcations. Any discrepencies between consultant's drawings to be reported to the Architect before any work commences.
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous.
These items should not be considered as a full and final list.

The Work Package Contractor's normal Health & Safety obligations still apply when undertaking constructional operations both on and off site.

Ayre Chamberlain Gaunt take no responsibility for the location of legal boundaries indicated on this drawing and advise a seperate drawing to be completed by specialist surveyor in order to establish exact boundaries.
DWG files provided for information only. Refer to PDF record.

Location Plan
(NTS)

- Extent of Lovell Site Boundary
- 3m Drainage Easment
- S106 Path Edge within Site
- Extent of Muse Site Boundary
- 3m Network Rail Easement

NOTE - Site boundaries are shown for planning purposes only. Measured/Topographical survey information of the site should form the basis of design propoals

- Existing Trees
- Proposed Trees
- Existing Root Protection Zones (Ground Floor Only)
- Denotes Below Ground

ACGARCHITECTS.CO.UK

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Basing View
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+44 (0)20 3909 5750
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AYRE CHAMBERLAIN GAUNT

PROJECT
Former Novartis Site
Parsonage Road, Horsham

DRAWING TITLE
Heritage building C14 and Apartment Blocks C11 C12 C13 C15 - Basement Floor Plan

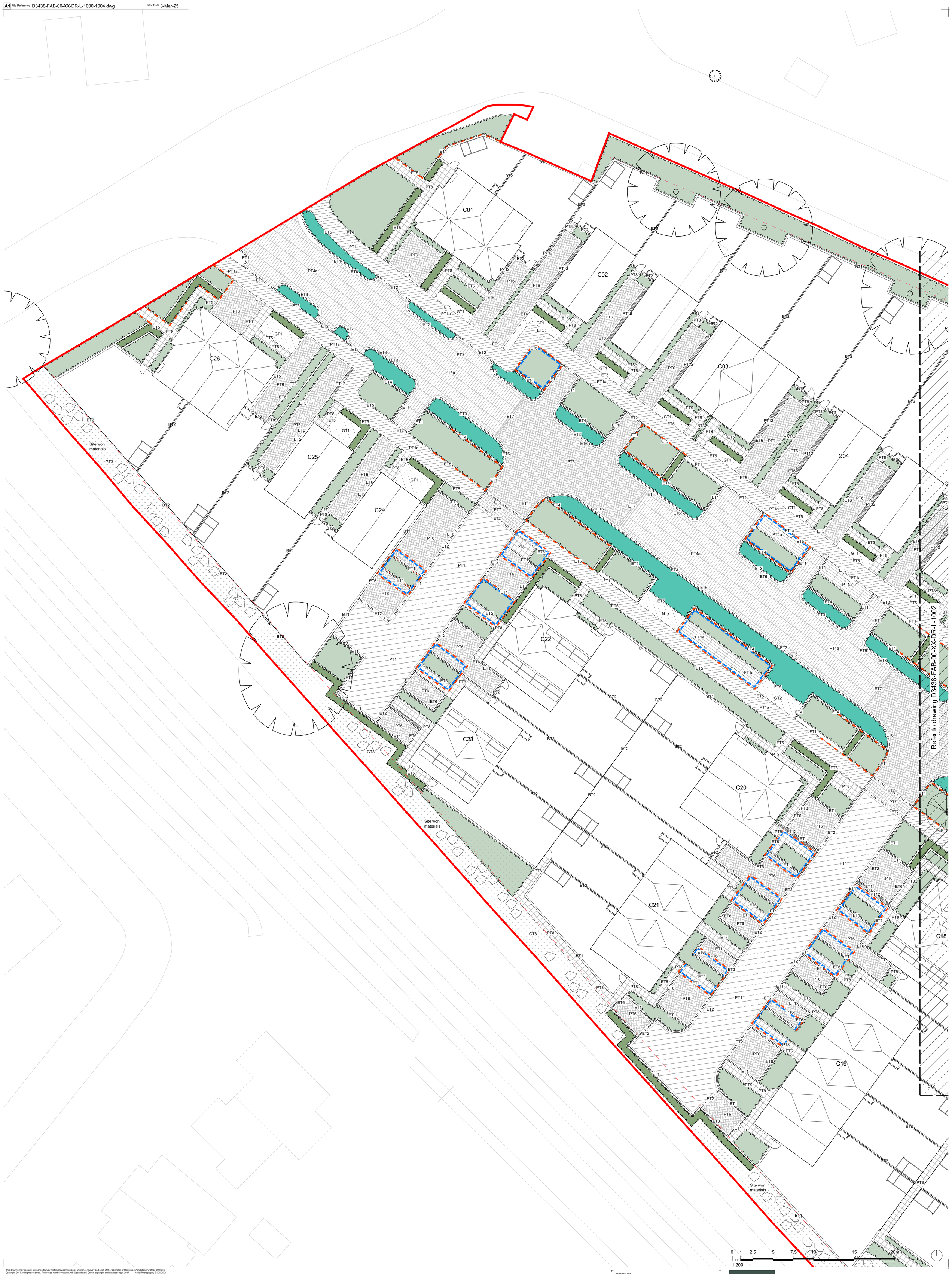
REV.	DATE	DESCRIPTION
P1	12.02.25	Progress Issue
P2	14.02.25	Progress Issue
P3	28.02.25	Draft Planning Issue For Comment

DRWN	CHKD BY	APPD BY
SH	SH	MA

DRAWING NO.
project code - originator - volume - level - type - role - number
HOR-ACG-ZZ-BF-DR-A-2000

STAGE	SUITABILITY	
RIBA stage	code	description
3	S3	Suitable for Review & Comment

A1 File Reference D3438-FAB-00-XX-DR-L-1000-1004.dwg Plot Date 3-Mar-25



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Revision	Date	Reason	Drawn	Checked
PL01	28.02.2025	DRAFT - Issued for Planning	dg	sg

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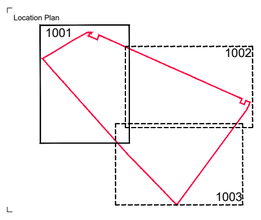
External References:
•

Location Plan



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Project
Enterprise Park

Client
Lovell

Drawing Title
Landscape General Arrangement Plans Sheet 1 of 3

Purpose of Issue	Drawn By	Checked By	Drawn Scale	Date of First Issue
ISSUED FOR PLANNING APPROVAL	dg	sg	1:200 @ A1	fab | 2025

Drawing Number
D3385-FAB-00-XX-DR-L1001

Revision
PL01

draft

A1 File Reference D3438-FAB-00-XX-DR-L-1000-1004.dwg Plot Date 28-Feb-25

PARSONAGE ROAD

1 No. Betula pendula 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Tilia europaea 18-20cmg RB
1 No. Tilia europaea 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
Maintenance vehicle parking
1 No. Ulmus 'Lutece' 14-16cmg
Substation See engineer's drawings
1 No. Tilia europaea 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Tilia europaea 18-20cmg RB
1 No. Magnolia 'Elizabeth' 14-16cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Tilia europaea 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Pyrus calleryana 'Chanticleer' 16-18cmg RB
1 No. Betula albosinensis 'Fascination' 18-20cmg RB
1 No. Betula albosinensis 'Fascination' 18-20cmg RB
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Amelanchier lamarcki Multi-Stem 2.0-2.5m
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Amelanchier lamarcki Multi-Stem 2.0-2.5m
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Prunus yedoensis 16-18cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Prunus yedoensis 16-18cmg RB
1 No. Metasequoia glyptostroboides 18-20cmg RB
1 No. Prunus yedoensis 16-18cmg RB
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Amelanchier lamarcki Multi-Stem 2.0-2.5m
1 No. Tilia europaea 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Tilia europaea 18-20cmg RB

C05 C06 C07 C08 C09 C10 C11 C17 C18
M4(3) M4(3) M4(3) M4(3)

Refer to drawing D3438-FAB-00-XX-DR-L-1001
Refer to drawing D3438-FAB-00-XX-DR-L-1003

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0 1 2.5 5 7.5 10 15 20m
1:200

Location Plan
1001 1002 1003

Revision	Date	Reason	Drawn	Checked
PL01	28.02.2025	DRAFT - Issued for Planning	dg	sg

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External References:
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Project: Enterprise Park
Client: Lovell
Drawing Title: Landscpe General Arrangement Plans - Sheet 2 of 3
Purpose of Issue: ISSUED FOR PLANNING APPROVAL
Drawn By: dg
Checked By: sg
Drawn Scale: 1:200 @ A1
Date of First Issue: feb | 2025
Drawing Number: D3385-FAB-00-XX-DR-L1002
Revision: PL01

draft

A1 File Reference D3438-FAB-00-XX-DR-L-1000-1004.dwg Plot Date 28-Feb-25

Refer to drawing D3438-FAB-00-XX-DR-L-1002

Refer to drawing D3438-FAB-00-XX-DR-L-1001

C19 C17 C16 C14 C12 C15 C13

1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Prunus yedoensis 16-18cmg RB
1 No. Prunus yedoensis 16-18cmg RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus yedoensis 16-18cmg RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Ulmus 'Lutece' 14-16cmg
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Magnolia 'Elizabeth' 14-16cmg RB
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Magnolia 'Elizabeth' 14-16cmg RB
1 No. Prunus serrula Multi-Stem 2.0-2.5m RB
1 No. Amelanchier lamarckii Multi-Stem 2.0-2.5m
1 No. Tilia cordata 'Streetwise' 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Betula pendula 18-20cmg RB
1 No. Acer campestre 18-20cmg RB
1 No. Betula pendula 18-20cmg RB

Low level grass and shrubs at lounge locations

Site won materials

M4(3)

Revision	Date	Reason	Drawn	Checked
PL01	28.02.2025	DRAFT - Issued for Planning	dg	sg

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External References:

Location Plan
1001 1002 1003

0 1 2.5 5 7.5 10 15 20m
1:200

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T : 01420 593250 | E : ...@fabrik.com | W : www.fabrik.com

draft

Project: Enterprise Park
Client: Lovell
Drawing Title: Landscape General Arrangement Plans - Sheet 3 of 3

Purpose of Issue	Drawn By	Checked By	Drawn Scale	Date of First Issue
ISSUED FOR PLANNING APPROVAL	dg	sg	1: 200 @ A1	feb | 2025

Drawing Number: D3385-FAB-00-XX-DR-L1003
Revision: PL01

Appendix B

ALL THREE CROSSING POINTS TO BE UPGRADED TO HAVE TACTILE PAVING

INDICATIVE EXISTING GIVE-WAY MARKINGS AND ISLAND CROSSING POINTS BASED ON GEO-REFERENCED SATELLITE IMAGERY

EXISTING CROSSINGS TO BE UPGRADED. ROUNDABOUT AND CROSSINGS TO BE RAISED TO PRIORITISE PEDESTRIAN MOVEMENTS

ROAD

GENERAL NOTES

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NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	03.03.25	TNP	SKB

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

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

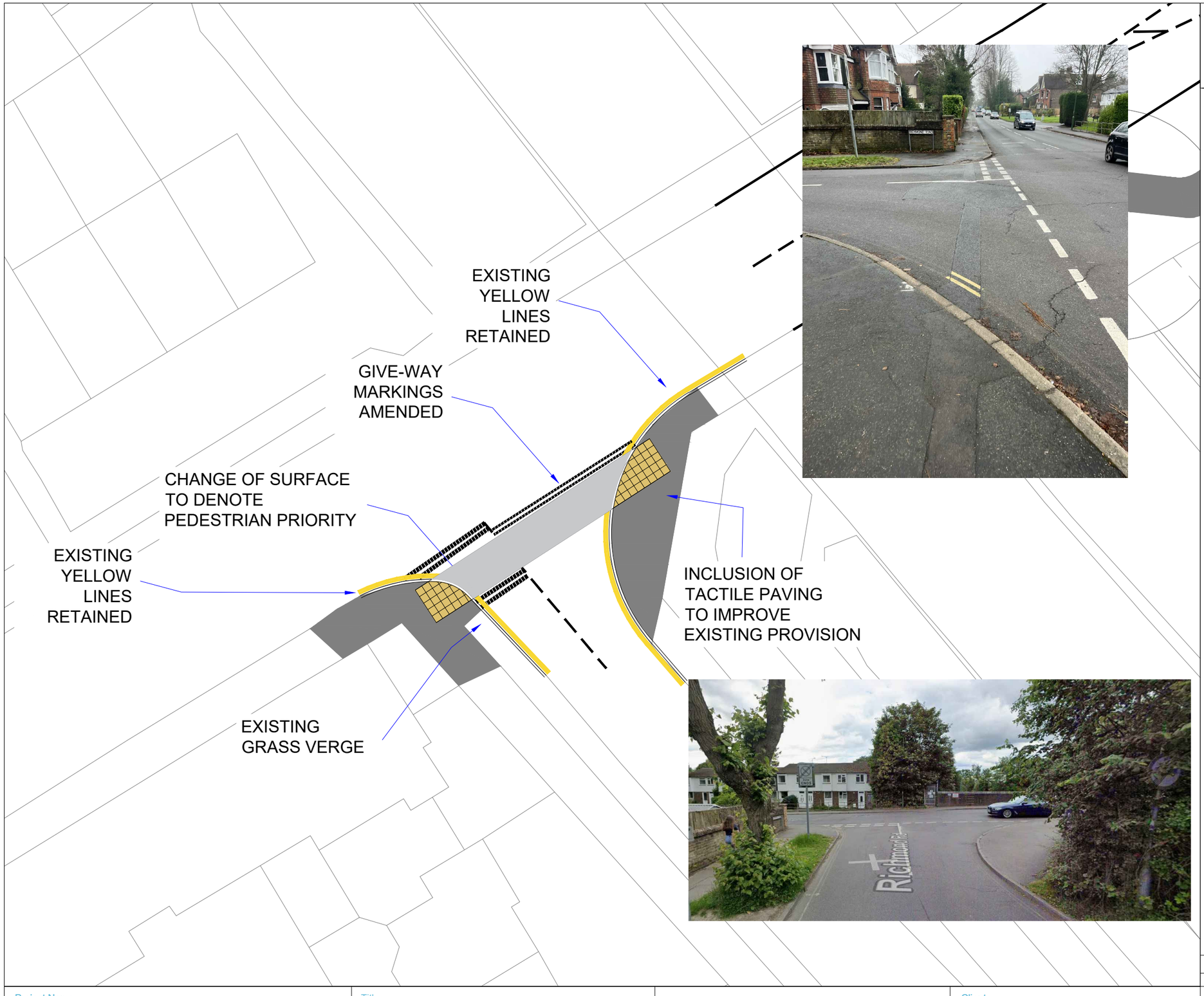
Client
LOVELL

Date Created	Drawn By	Approved By	Suitabilty Code
03.03.25	TNP	SKB	-

PBA Project Number	Scale	
183.0009	1:250	(AT A3)

PBA Drawing No: 183.0009-0001

Revison: P01



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NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	10.03.25	SKB	MDS

Project Name
HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

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

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
LOVELL

Date Created	Drawn By	Approved By	Suitabilty Code
10.03.25	SKB	MDS	-

PBA Project Number	Scale	
183.0009	1:200	(AT A3)

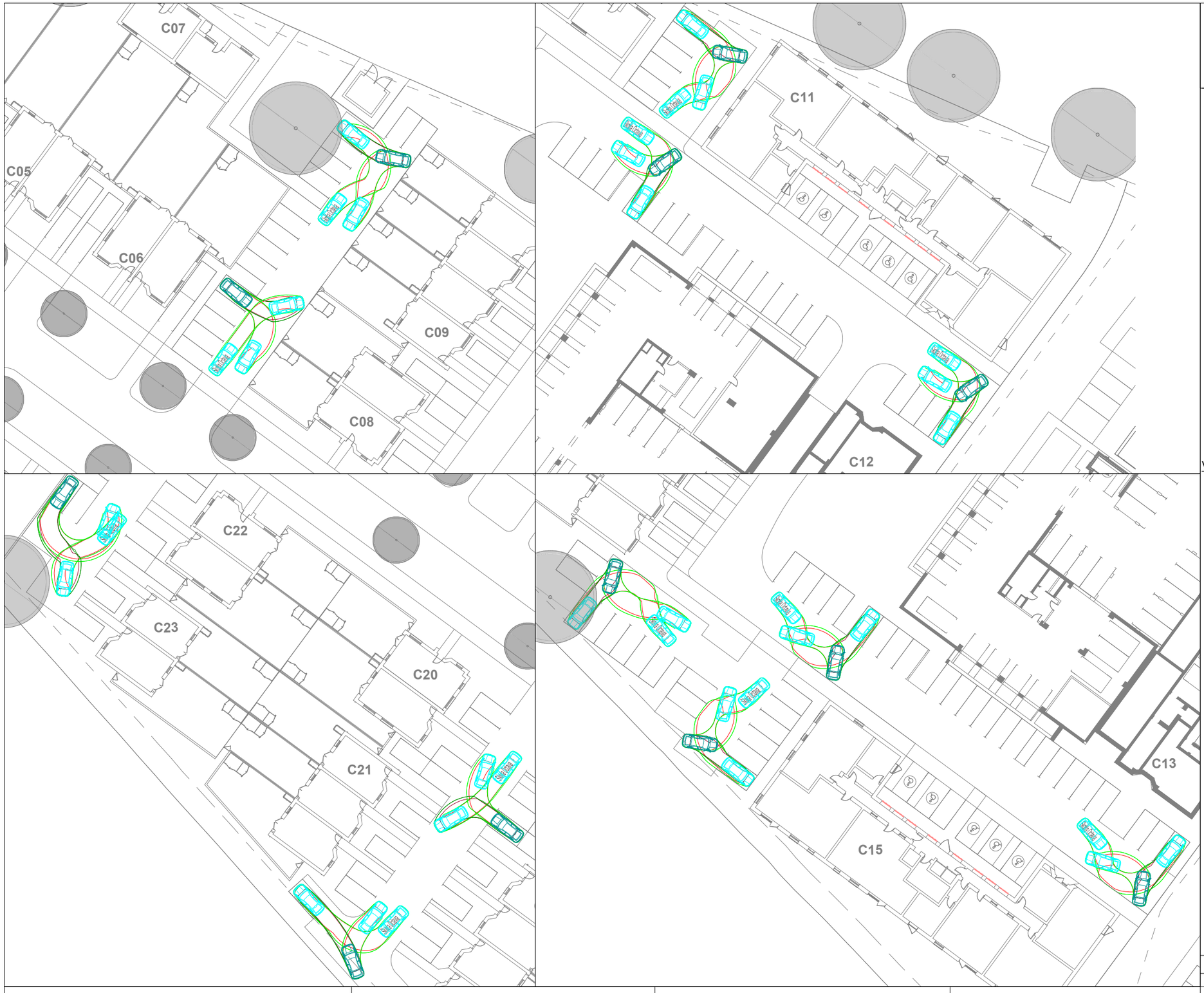
PBA Drawing No: 183.0009-0009

Revison: P01

Appendix C

Horsham Area Map

Appendix D



GENERAL NOTES

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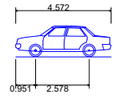
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	03.03.25	TNP	SKB

Project Name
HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM

Project Phase
PRELIMINARY

Title
CAR PARKING TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
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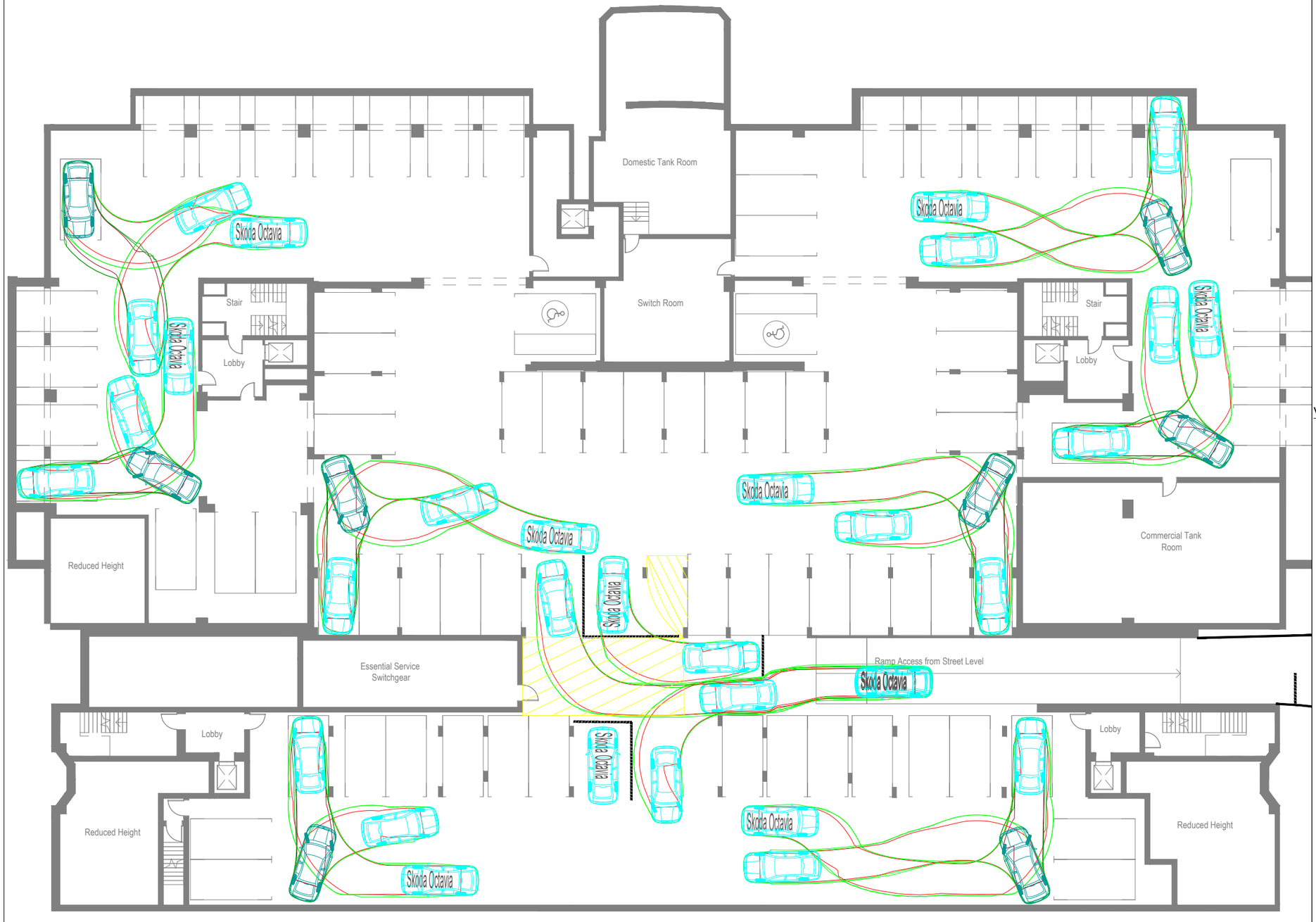
info@paulbashamassociates.com www.paulbashamassociates.com

Client
LOVELL

Date Created	Drawn By	Approved By	Suitabilty Code
03.03.25	TNP	SKB	-

PBA Project Number	Scale	
183.0009	1:500	(AT A3)

PBA Drawing No:	Revison
183.0009-0005	P01



GENERAL NOTES

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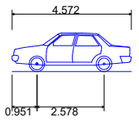
VEHICLE PROFILE



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	04.03.25	TNP	SKB

Project Name: HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM

Project Phase: PRELIMINARY

Title: BASEMENT CAR PARKING TRACKING

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info@paulbashamassociates.com www.paulbashamassociates.com

Client: LOVELL

Date Created	Drawn By	Approved By	Suitabilty Code
04.03.25	TNP	SKB	-

PBA Project Number	Scale
183.0009	1:250 (AT A3)

PBA Drawing No:	Revison
183.0009-0008	P01

Appendix E

SCALE: 1 - 1000

GENERAL NOTES

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6. VISIBILITY SPLAYS ON THE INTERNAL ROADS HAVE BEEN DEMONSTRATED TO THE DESIGN SPEED OF 20MPH AND HAVE BEEN DRAWN TO 25M.

1.5M X 25M FORWARD VISIBILITY SPLAY

2.0M X 25M VISIBILITY SPLAY

2.4M X 25M VISIBILITY SPLAY

NORTH

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	03.03.25	TNP	SKB

Date Created	Drawn By	Approved By	Suitabilty Code
03.03.25	TNP	SKB	-

PBA Project Number	Scale	
183.0009	1:500	(AT A3)

PBA Drawing No: 183.0009-0006

Revison: P01

Project Name: HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM

Project Phase: PRELIMINARY

Title: INTERNAL VISIBILITY SPLAYS

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info@paulbashamassociates.com www.paulbashamassociates.com

Client: LOVELL

QMS2011/v8/210723/JM