

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	Horsham District Council FAO: Jason Hawkes
<b>FROM:</b>	WSCC – Highways Authority
<b>DATE:</b>	22 <sup>nd</sup> December 2025
<b>LOCATION:</b>	Former Novartis Site Parsonage Road Horsham West Sussex RH12 5AA
<b>SUBJECT:</b>	DC/25/0629  Residential development comprising 206 dwellings and a commercial unit, including the part-demolition and conversion of 'Building 3' and demolition of 'Building 36'. Vehicular access taken from Wimblehurst Road. Car and cycle parking, landscaping and open space and associated works. The replacement of the existing cedar trees at the site (amended proposal)
<b>RECOMMENDATION:</b>	No Objection

1. Comments are made in respects of,
  - Supplementary Highways Note, dated November 2025
  - Addendum Transport Assessment, dated June 2025
2. For the purposes of this review, two supporting transport/highway statements have been provided by the Applicant; one dated June 2025 and another dated November 2025. The Addendum TA from June 2025 effectively responds to the WSCC Highway comments dated 16<sup>th</sup> May 2025. The Supplementary Highway Note dated November 2025 provides a further update and includes approaches agreed with the Applicant in relation to the approved DC/25/0415, which adjoins the current development site. Given the interlinked nature of this and the adjoining DC/25/0415, it has been agreed that the same approach should be taken to determining the nature and cost of off-site highway works.
3. Viewed against the comments previously submitted by WSCC Highways for this application, the following additional comments would be offered.
4. Mitigation for DC/25/0415 and DC/25/0629 – As noted above, WSCC acknowledge the interlinked nature and need to mitigate the highway impact for both the current and adjoining phase of development. The development proposals are required to contribute separately towards items of

infrastructure and off-site mitigation, as well as the jointly provide a permissive cycle route that will pass through the development.

5. Previous planning approvals for this site – It's understood that the previous outline consent (DC/18/2867) has lapsed with those reserved matters applications relating to this having been withdrawn. DC/18/2867 is therefore no longer committed. It's recognised DC/25/0415 has a committee resolution to approve subject to the completion of the s106 legal agreement.
6. Application of a vision-led approach - The Applicant's further response to this is noted. Ordinarily, a 'vision-led' approach would be expected to consist of scenario testing whereby the Applicant seeks to reduce vehicular traffic from the development through the implementation of different interventions relevant for the proposal. Further monitoring would then taken place post approval to ensure the vision is being met and does not require any further interventions.
7. As WSCC acknowledged for DC/25/0415, the scenarios assessed within the initial TA represent very much a worst case situation. Had a 'vision' led approach this would likely only have resulted in an assessment based on higher uptakes of sustainable transport modes with corresponding reduced vehicular trip generation.
8. Whilst the lack of a 'vision' led approach is disappointing, there is a means through the travel plan to include higher walking/cycling/passenger transport targets. There consequently remains an ability for the Applicant to encourage and promote these modes of transport despite the lack of a 'vision'.
9. Provision of 'Copenhagen' crossings – It's noted that these have been withdrawn from the proposals.
10. Stage One Road Safety Audit – WSCC Highways still requires the submission of an editable RSA response to enable WSCC to include comments and agreed actions against the problems raised within the RSA. A similar process has been agreed for DC/25/0415. The problems in the Stage One RSA are noted and none of these are fundamental to the overall acceptability of the development.
11. Walking and Cycling – The Applicant has prepared a Walking and Cycling Audit. For walking, potential crossing improvements have been identified for a number of locations with the Applicant to make a contribution of £2k per location to enable WSCC Highways to undertake improvement works.
12. A contribution of £12k has been agreed to enable crossing improvements at,

- The Parsonage Road and Wimblehurst Road arms of the Parsonage Road/Wimblehurst Road/North Heath Lane mini-roundabout,
- Wimblehurst Road/Richmond Road junction,
- Richmond Road/Gordon Road junction,
- Richmond Road/St Christophers Close junction,
- Richmond Road/Hurst Road junction.

13. It should be noted that the first junction includes two improvement locations, thereby making six locations in total. These improvements are relatively modest, however WSCC Highways recognise that the development will only result in a small increase in pedestrian activity at these existing locations. The contribution is therefore considered appropriate in terms of the planning tests.

14. For cycling, it has been agreed that a permissive cycle route (which grants the public a right of access for cycling over what will be private roads in the development) will pass through both this and the adjacent phase of development. Whilst this permissive route does not presently connect to routes in the east or west, the HDC LCWIP includes north/south corridors on both Rusper Road and North Heath Lane/Wimblehurst Road. As such in time, a route via this development could form an east/west connection between the two north/south corridors.

15. The development will also be liable for CIL. Any CIL monies collected could (subject to further agreement) be used towards cycling enhancements in the wider area.

16. Car Club – It's acknowledged that the current application is not proposed to include a car club space. This is intended to fall within the adjacent phase of development.

17. Travel Plan – The Travel Plan (TP) has been revised in light of the comments previously made by WSCC Highways. As noted for DC/25/0415, the targets within the TP are not considered to be especially challenging. Nevertheless, for the purposes of the submitted TP the targets are accepted. As the TP is a live document, WSCC Highways will expect the targets to be updated as appropriate if monitoring demonstrates that the initial targets are being easily achieved.

18. Highway Capacity – No specific concerns were raised in terms of the developments impact on highway capacity.

19. A potential improvement to the existing traffic signals at the B2237 North Parade traffic signals was identified and this has since been revised in light of a more encompassing scheme being considered by WSCC. An approach has been agreed as part of DC/25/0415 to calculate a proportionate contribution towards this scheme. The submitted Supplementary Highways Note applies

this approach to the proposed development. A contribution of £11,960 would therefore be sought.

20.Site Layout – The layout appears substantially unchanged in regard of highway matters. No further comments would be offered in these respects.

21.WSCC Highways have no further comments in these respects with it remaining the understanding that the on-site roads will remain private and unadopted.

22.Overall, WSCC Highways have no in-principle concerns with the proposed development. Contributions towards offsite improvements to be delivered by WSCC Highways have been agreed and these are in keeping with those agreed for DC/25/0415.

23.If minded to approve this development, the following conditions and s106 obligations are recommended.

#### Conditions

##### Car parking space

No dwelling shall be first occupied until the car parking serving the respective dwelling has been constructed in accordance with the approved site plan. Once provided the spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use

##### Cycle parking

No dwelling shall be first occupied until covered and secure cycle parking spaces serving the respective dwelling have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

##### Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

##### Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The

Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
  - the method of access for vehicles during construction,
  - the parking of vehicles by site operatives and visitors,
  - the loading and unloading of plant, materials and waste,
  - the storage of plant and materials used in construction of the development,
  - the erection and maintenance of security hoarding,
  - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
  - details of public engagement both prior to and during construction works.
- Reason: In the interests of highway safety and the amenities of the area.

### S106 Obligations

Travel Plan dated June 2025 and Auditing Fee (of £3,590)

Permissive cycle route from Wimblehurst Road through the site to the boundary with DC/25/0415 Phase 3 – to submit details of the proposed permissive route including any related signage for agreement with WSCC, and to thereafter provide and retain the route for the use of cyclists prior to the final occupation of the proposed development.

B2237 North Parade Traffic Signals Improvement – Contribution of £11,960 payable on 1st occupation.

A contribution of £12k payable on 1st occupation to WSCC Highways towards pedestrian crossing improvements at the following locations

- The Parsonage Road and Wimblehurst Road arms of the Parsonage Road/Wimblehurst Road/North Heath Lane mini-roundabout,
- Wimblehurst Road/Richmond Road junction,
- Richmond Road/Gordon Road junction,
- Richmond Road/St Christophers Close junction,
- Richmond Road/Hurst Road junction.

**Ian Gledhill**

**West Sussex County Council – Planning Services**