

Wimblehurst Road Residents Association

Wimblehurst Road Residents Association
c/o Chandos House,
14 Wimblehurst Road,
Horsham, RH12 2ED

Jason Hawkes
Planning Department
Horsham District Council,
Albery House,
Springfield Road,
Horsham RH12 2GB

Date: 7 October 2026

WRRRA response to pre-commencement actions DISC/26/0228 for DC/25/0415 and the Lovells Construction Management Plan

Dear Jason

The WRRRA has read through the documentation regarding the Pre-Conditions for the Phase 3 development, and in particular the Construction Management Plan (CMP) document from Lovells dated September 2026

We have some detailed comments to make but would first wish to emphasis that as with the Phase 1 & 2 and Phase 3 Planning Applications each individual proposal makes no mention of the other proposal. The reality is that especially with regard to traffic management and parking we feel it very important to consider the impacts of both on each other and the local area of the combination of construction-related traffic generated by both Phases 1 & 2 and Phase 3. These will inevitably change over the next few years as the construction and demolition work proceeds and residents begin to move into the development.

P7 Description of the site

The aerial photograph of the site on p2 does not include the Phase 1 & 2 site area even though there is a common boundary, a common developer/contractor and potentially a common access point for vehicles.



We note that in Appendix 8 p 64 regarding the Demolition Environmental Plan for Phases 1 & 2 Lovells are cited as the Principal Contractor for the demolition and so the management of the demolition is clearly in the scope of the Phase 3 construction.

DEMOLITION ENVIRONMENTAL PLAN

Project	Former Novartis Site / Horsham Enterprise Park, Parsonage Road, Horsham, West Sussex, RH12 4AN
Works	Two-phase demolition of the office block and Building 36, with retention of the non-designated heritage tower
Tender / contract ref.	T9993 (Lovell phases 01 and 02)
Client / Principal Contractor	Lovell Partnerships Limited
Prepared by	Lovell Partnerships Limited & Demolition Contractor
Local Planning Authority	Horsham District Council
Document ref.	Rev 01
Date	August 2026

P11 Common Operational Matters a) the number and frequency of construction vehicle movements

To quote from the CMP

“At any time during the peak of construction, there may be up to a maximum of up to 50 deliveries per day with this reducing some days to 0 deliveries at times of reduced activity. At other times, deliveries will be anywhere between 0 and 30.”

There may be up to 50 deliveries but for every deliverable the vehicle will also leave the site. In total there will be up to 100 vehicle movements a day associated with deliveries.

P13 and p14 Vehicular access routes

The construction traffic access routes have a common sector from the Moorhead Roundabout. From that point the contractors are specifying that vehicles should turn right onto Crawley Road.

This road has the following characteristics

- There is residential development for the entire length of the road down as far as the roundabout with Redkilyn Way.
- Pupils of both Leechpool Primary and North Holmes Junior School use the pavements on Crawley Road to attend school.
- The road is used for four bus routes
- There are fifteen shops, a church, a public house and the Roffey Memorial Hall serviced by the road
- There is a weight limit of 7.5t on the road unless for access, but traffic using this route will not be accessing any destination along the length of this road.

We do not understand why this is the designated road rather than the Harwood Road/Redkilyn Way route that is used by vehicles serving the business estate on Redkilyn Way and the builders merchant.



P15 e) vehicle parking for contractors

In terms of numbers of vehicles construction staff coming to site, this is estimated to be around 40-50 vehicles on site for 7.30am to 8am during the peak period of construction. These cars will be accommodated within the site boundaries, and we have identified a dedicated parking area on site for staff and contractors.

Total vehicle movements across the Parsonage Road entrance could therefore be as high as 200 movements, with a significant percentage taking place in the first hour or so of the site being open.

The timetable on p5 shows the times that trains pass over the railway crossing in Parsonage Road. The times in red indicate where these transits are very close together and often involve an extended period of closure by the operator.

We assume that Network Rail has been informed of the use of the crossing by slow-moving heavy construction vehicles and has raised no objections.

Southern and ThamesLink trains only					
Interval = time gap between previous train					
Morning rush hour	Interval	Hourly during the day	Interval	Evening peak	Interval
7.12		9.14	17	16.10	15
7.20	8	9.20	6	16.20	10
7.24	4	9.24	4	16.24	4
7.31	7	9.25	1	16.40	14
7.44	13	9.44	19	16.50	10
7.50	6	9.50	6	16.54	4
7.55	5	9.53	3	16.57	3
7.59	4	9.55	2	17.10	13
8.00	1			17.20	10
8.14	14	8 per hour		17.24	4
8.20	6			17.27	3
8.24	4			17.42	15
8.42	18			17.50	8
8.50	6			17.54	4
8.55	5			18.00	6
8.57	2			18.12	12

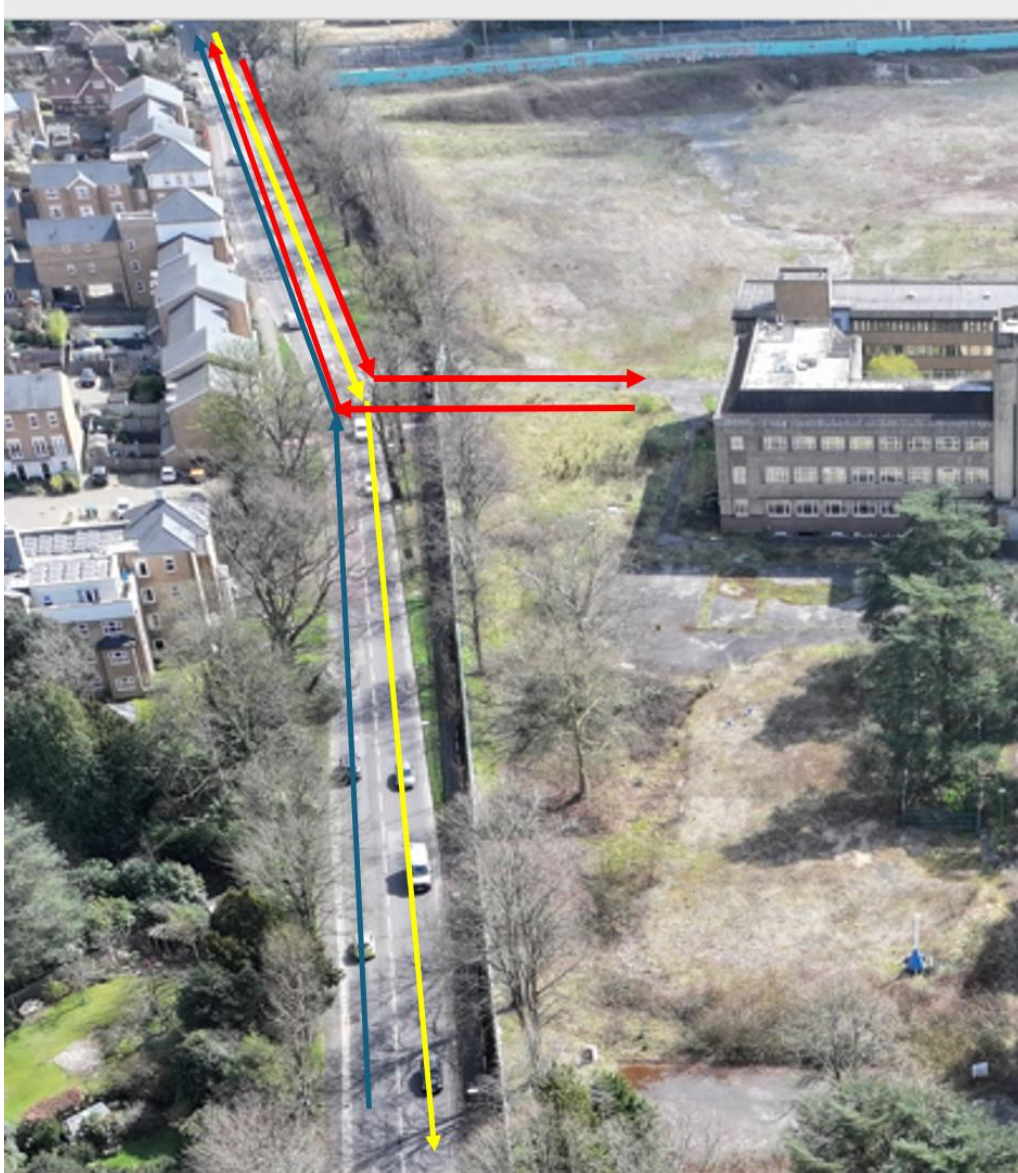
WRRRA commissioned some drone photography for its submission to the Planning Applications.

On the diagram on p6 traffic heading away from the crossing towards the Wimbleshurst Road mini-roundabout is shown in yellow, and the traffic approaching the railway crossing is shown in blue.

The routes for both inbound and outbound traffic from the site are shown in red.

Our observations suggest that traffic accelerates rapidly down the empty road once the gates are open, reaching the Parsonage Road exit in around six seconds. Our concern is that as vehicles slow down to turn left into the site other traffic behind will also be slowed without drivers having a visibility of the entrance to forewarn them of this possibility.

We are also concerned this situation could lead to traffic being unable to clear the crossing.



Drone photograph of Parsonage Road © WRRRA 2025

We would also note that construction traffic, especially with vehicles in excess of 7.5t, has to approach the crossing on a down gradient. In wet weather this will substantially increase the stopping distance. The drivers of construction traffic will therefore approach with considerable care, leading to a build-up of traffic behind which could block movements around the Foundry Lane roundabout.

Moving on to traffic leaving the site, to turn right this traffic has to find a gap in both the streams of traffic approaching the site in both directions. This may slow down the rate at which vehicles leave the site, resulting in a queue being formed within the site.

On p34 the contractors state that they will adopt a 'just-in-time' management of approaching construction traffic.

This is common practice for deliveries to sites where access is a critical issue. However, this practice requires a holding place relatively close to the site where vehicles can wait and then be called forward as there is space available to safely manage their arrival.

No information is provided in the document about the location and capacity of any intermediate stopping areas for construction vehicles.

We note with interest the information in the section on Dust Emission Magnitudes on p18.

Continuation of Section 2.2.2

1.2 Step 2A — Dust emission magnitude

Activity	Magnitude	Justification against the Version 2.2 criteria
Demolition	High	Three of the four Large criteria are met: potentially dusty material (reinforced concrete, masonry and brickwork); on-site crushing and screening of all arisings; and demolition more than 12 m above ground level. Any one of these would be sufficient. Building volume is to be confirmed but is not relied upon.
Earthworks	Medium	Slab and foundation removal to 1.5 m depth, basement excavation and the movement and stockpiling of approximately 6,000 m ³ of processed material. Assumed site area between 18,000 and 110,000 m ² , five to ten heavy vehicles operating simultaneously, and stockpiles

Activity	Magnitude	Justification against the Version 2.2 criteria
		between 3 m and 6 m. To be confirmed; if the confirmed area is below 18,000 m ² the magnitude falls to Small, which would only reduce the requirement, not increase it.
Construction	High	Construction activities including dust control measures, cutting and waste management
Trackout	Medium	Assumed 20 to 50 HDV outbound movements per day at peak, over a moderately dusty surface. Unpaved haul route length is controlled by measures at 7.5 so that vehicles travel over a hard, swept surface for the final 50 m to the exit.

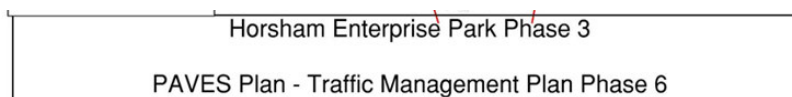
In addition to the 200 movements for Phase 3 traffic this section indicates that there could be between 20 and 50 HDV (Heavy Duty Vehicles) entering and leaving the site each day. An industry estimate is that a 1000 cubic metres of hardcore weighs around 1,600 metric tons.

No information is provided as to whether this traffic will use the Parsonage Road entrance or the Wimblehurst Road entrance. If it is to be the latter then there will be a substantial erosion of the mini-roundabout road surface as HDVs have to execute a 270-degree turn to drive up Parsonage Road. The impact on other traffic will be substantial and this has not been noted in the RSA Stage 1 audit that was submitted with the Planning Application.

If these HDVs are going to use the Parsonage Road site then this traffic will substantially increase the number of transits and have a significant impact on all traffic flows along Parsonage Road in both directions.

Phase or section?

Throughout this document Lovells use the designations of both Phases and Sections to define the development of the site. This in itself is confusing but also leads to there being multiple Phases because of the use of Phase 3, and Phases 1 & 2 in the Planning Application.



We also noted that Section 4 and 4A in the PAVES schedule refers to Phases 4 and 4A

Section 4 & 4A

- Phase 4 due for completion 24/08/28
- Phase 4A due for completion 19/10/28
- Construction traffic will access site as outlined within the traffic management plan.
- All construction activities will be executed behind boundary fencing.
- A Traffic marshal will be in place co-ordinating deliveries, construction traffic, and residents as described within section 4 Roles and responsibilities

We are concerned that this dual-use could lead to confusion during communications regarding the construction and demolition schedules.

Maintaining communication

We are aware that this development is a complex contract and that the schedules for the construction of both Phase 3 and Phases 1&2 set out in the CMP are likely to change as the development proceeds. Given the significant impact that the developments will have on both traffic and other local issues we would welcome being involved in an on-going dialogue about the progress of the site. This will enable us to keep local residents informed and be able to contribute our knowledge of the flows of vehicles, cyclists and pedestrians.

Kind regards,



Chair, WRRRA