

**NORTH HORSHAM PARISH COUNCIL  
PLANNING, ENVIRONMENT AND TRANSPORT COMMITTEE  
THURSDAY 18<sup>TH</sup> JULY 2019 AT 7.30pm  
AT ROFFEY MILLENNIUM HALL**

**CLERK'S REPORT TO BE READ IN CONJUNCTION WITH THE AGENDA**  
**Numbers relate to those on the agenda.**

**1. Public Forum**

The Public Forum will last for a period of up to 15 minutes during which members of the public may put questions to the Council or draw attention to relevant matters relating to the business on the agenda. Each speaker is limited to 3 minutes. Business of the meeting will start immediately following the public forum or at 7.45pm whichever is the earlier.

**3. Declaration of Interests**

Members are advised to consider the agenda for the meeting and determine in advance if they may have a Personal, Prejudicial or a Disclosable Pecuniary Interest in any of the agenda items. If a Member decides they do have a declarable interest, they are reminded that the interest and the nature of the interest must be declared at the commencement of the consideration of the agenda item; or when the interest becomes apparent to them. Details of the interest will be included in the Minutes.

Where a Member has a Prejudicial Interest (which is not a Disclosable Pecuniary Interest), Members are reminded that they must now withdraw from the meeting chamber after making representations or asking questions.

If the interest is a Disclosable Pecuniary Interest, Members are reminded that they must take no part in the discussions of the item at all; or participate in any voting; and must withdraw from the meeting chamber; unless they have received a dispensation.

**5. Chairman's Announcements**

1. Mike Smith, one of North Horsham Parish Council's Tree Warden has stepped down from his post after 2 years working for the Parish Council. He was extremely helpful to the Parish Council and contributed in his wider role to work done nationally. NHPC have thanked him for his services. The Parish Council now has 3 appointed, volunteer Tree Wardens.
2. A resident of Lambs Farm Road has reported an issue of being blocked in by a lorry that was delivering to One Stop, while parked in a lay-by in Greenfields Road. The resident also reported that the management of the shop was unable to help the situation. This information has been passed onto the West Sussex County Councillor for Roffey.
3. The Parish Council has received The High Weald Area of Outstanding Natural Beauty Management Plan 2019-2024.

## **6. Public speaking on DC/18/2687 – development on the former Novartis site on Parsonage Road.**

Additional information for the following has been received:

- Updated Travel Plan
- Updated Landscape Parameters Plan
- Updated Ecological Appraisal and Phase II Survey report

In light of additional information, the Parish Council may wish to amend the comments for public speaking, points 1 and 5, for District Council's Planning Meeting on 6<sup>th</sup> August 2019. West Sussex Highways have no objections to the application.

The Transport Assessments 2<sup>nd</sup> Addendum and a copy of the previously agreed comments for public speaking are attached. All additional documents have been circulated to the committee.

## **7. Passenger Benefit Fund – Littlehaven Station**

Following the disruption faced by passengers in summer 2018, the Secretary of State for Transport announced that Govia Thameslink Railway (GTR) would contribute £15 million towards a passenger benefit fund which would be used to provide tangible benefits for passengers. The Secretary of State nominated Bim Afolami, Henry Smith and Heidi Allen, as MPs representing different parts of the GTR network, to work with GTR and develop a plan for how the fund is being allocated and consulted on. The MPs recommended that decisions on how the fund is spent should be made at as local a level as possible which is why an amount from the fund has been allocated to passengers at stations depending on how much the station was impacted by the May 2018 timetable introduction. Govia have based the amount allocated to passengers on the additional industry compensation scheme used to provide compensation to passengers affected by the May 2018 timetable introduction.

Stations are divided into 3 tiers with a different amount allocated for stations in each tier.

Littlehaven Station receives £80,000 (Tier 1).

Passenger groups and other stakeholders can submit ideas about how to spend their allocation at a local station level or at a wider passenger benefit scheme level. Govia have provided a range of ideas that groups can choose from at a local station level or at a wider passenger benefit level (see documents attached) or groups can suggest their own ideas. You can also find attached Govia's cost guide to some of the passenger benefit schemes at stations.

## **8. Installation of bicycle stands at Fitzalan Road**

WSCC have agreed, with support from WSCC Cllr A. Baldwin, for North Horsham Parish Council (NHPC) to install bicycle stands on a small piece of land on the junction of Fitzalan Road and Howard Road. The condition for the agreement is that North Horsham Parish Council pays for the supply and installation of the bicycle stands and ongoing maintenance, (to be included in the Parish Council's Property budget in 2020/21), Initial concerns regarding parking were discussed at the Parish Council's Planning, Environment and Transport Committee meeting held on the 21st February 2019. A litter bin or bollard was also considered for installation at the Committee's last meeting on the 30<sup>th</sup> May 2019.

**Costs of 1 Sheffield bicycle stand** (prices including VAT and delivery), approximately 800mm height:

**Quote 1:** £44.99 (standard galvanised), £52.49 (mid blue RAL 5015). +£8.75 deliver per extra stand.

**Quote 2:** £35.99 (standard galvanised), £48.60 (mid blue RAL 5015).

**Quote 3:** £94.80 (standard galvanised).

## 9. Request for a dog bin on Owlbeech Way

A resident has requested that a dog bin be provided on land at the end of Owlbeech Way, that connects to Rowbuck Close, as currently dog waste is being deposited in the litter bin next to the bus stop on Roebuck Close. The bin is constantly overflowing with dog waste, causing nuisance to those in the vicinity and waiting at the bus stop. A similar request was considered at the Planning Committee on 21<sup>st</sup> June 2018 when the Committee commended the provision of a dog bin on Falklands Drive to Horsham District Council. It may be advantageous to consider a dog bin policy in the future.

## 10. Community Land Trust (CLT)

The community were invited to indicate their interest in setting up a CLT through an article in Horsham Pages, on the Parish Council notice boards, website and Facebook page. No interest has been received.

## 11. Planning Appeals

<b>REASONS FOR APPEAL</b>	Refused planning permission for the development
<b>APPLICATION REFERENCE</b>	DC/17/1704
<b>WARD</b>	Holbrook West
<b>APPLICATION</b>	Change of use from Public House (Class A4) to Children's Day Nursery (Class D1); Single storey and first floor rear extensions; changes to elevations including addition of 2x front and 1x rear dormer windows; car and cycle parking; siting of external plant on rear elevation; and surfacing of garden area
<b>SITE</b>	41 Pondtail Road
<b>PC COMMENTS</b>	No objection to the change of use however, the Parish Council does not consider that WSAC has addressed the highway concerns raised by residents. Further significant highway safety measures need to be put in place to mitigate the impact from increased traffic and from traffic entering, exiting and using the site, especially when a high population of young children will be in the vicinity.
<b>APPEAL DECISION</b>	<b>ALLOWED</b>

<b>REASONS FOR APPEAL</b>	Refused permission to vary or remove a condition(s)
<b>APPLICATION REFERENCE</b>	DC/18/0055

<b>WARD</b>	Roffey North
<b>APPLICATION</b>	Variation of Conditions 4 and 7 to previously approved DC/11/1660
<b>SITE</b>	Enterprise House 80 Lambs Farm Road
<b>PC COMMENTS</b>	No objection. However, the Committee reiterated its view regarding concerns of the potential nuisance from cooking smells and would like reassurance that the ventilation system is adequate and working at maximum capacity to reduce unwanted odours.
<b>APPEAL DECISION</b>	<b>ALLOWED</b>

### 13 Incinerator Working Party

A working group comprising of North Horsham Parish Council, Colgate and Faygate Parish Council, Ruper Parish Council and Warnham Parish Council met on 18<sup>th</sup> June 2019 to explore engaging a junior barrister to give support at the Appeal hearing for the Recycling, Recovery and Renewable Energy Facility and Ancillary Infrastructure at the Former Wealden Brickworks, Langhurstwood Road, Horsham in October 2019. The working party recommended that the County Planning Team Manager from West Sussex County Council and No Incinerator 4 Horsham (NI4H) were invited to another working party meeting to ascertain the range of reports commissioned by both organisations and to learn more about how each party is moving forward its defence.

WSCC was unable to come and speak at a meeting to ensure that all proceedings are transparent and fair to all parties. The Statement of Case for WSCC was forwarded. NI4H agreed to meet with the working party to share information.

The Parish Council obtained legal advice about working with NI4H from Surrey Hills Solicitor who indicated the considerations that should be made.

WSCC advised that should the Parish Council wish to register with Rule 6 status, they should do so as soon as possible. Rule 6 status gives those registered the opportunity to provide a 'Statement of Case' and be considered a main party. Those with Rule 6 entitlement can appear at the inquiry and cross examine other parties. At the Inquiry Rule 6 parties make their opening statements setting out what their case will be and giving evidence. There is an option to agree that other parties ask questions about evidence given. Those objecting to the proposal may be asked questions by the appellant's representative. See confidential notes attached.



Hampshire  
County Council



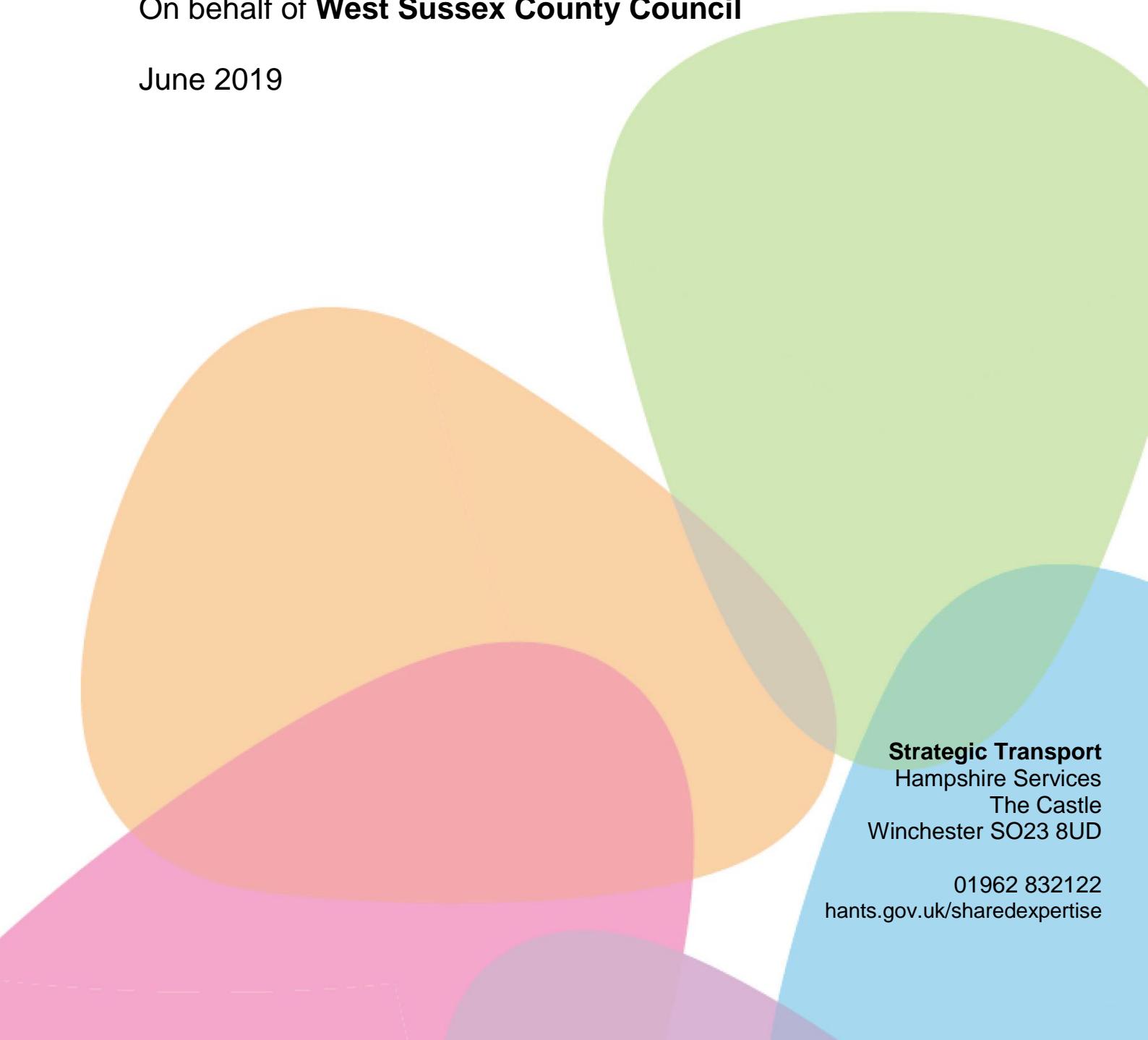
Hampshire  
Services

## Transport Assessment 2<sup>nd</sup> Addendum

Horsham Enterprise Park

On behalf of **West Sussex County Council**

June 2019

A large, abstract graphic in the background consisting of overlapping circles in various colors (orange, pink, red, green, blue, purple) on a white background.

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# CONTROL SHEET

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**Project:** **Transport Assessment 2<sup>nd</sup> Addendum**  
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01	Draft for client review	NW	DM	DM	27.6.2019
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03					

Hampshire Services has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

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## **Appendices**

1. Stage 1 Road Safety Audit – Pedestrian Crossings
2. Stage 1 Road Safety Audit – Site Accesses
3. Revised Framework Travel Plan
4. HA agreement of trip rates, methodology and trip generation
5. Appendix CC of the Land North of Horsham DC/16/1677 Transport Assessment Addendum
6. HA agreement of junctions for modelling

## **Reference sources agreed/supplied by Highway Authority**

- Land North of Horsham TA DC/16/1677
- Appendix CC of the Land North of Horsham DC/16/1677 Transport Assessment Addendum (Appendix 5 of this document)
- LinSig models of junctions A and F, provided by the Highway Authority
- Junction design drawing for junction E, provided by the Highway Authority

## 1. Introduction

1.1. A Transport Assessment (TA) was submitted to Horsham District Council in December 2018 in support of an Outline Planning Application for the redevelopment of the former Novartis site in Horsham, now known as Horsham Enterprise Park. This application (reference DC/18/2687) is described as follows:

*“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.”*

1.2. The application is currently pending determination by the Local Planning Authority (LPA), Horsham District Council.

1.3. This addendum is structured in two parts. Part One considers further comments raised by the West Sussex County Council (WSCC) as Highway Authority (HA) through the planning consultation process and Part Two considers points raised by Peter Brett Associates (PBA) in a report commissioned by the LPA.

1.4. The applicant met a Highway Authority officer on 18 June to discuss both the more recent HA comments and the points raised by the PBA report. The comments of the HA officer are reflected in the commentary below.

1.5. This report further supports the case that the proposed development is acceptable in highway terms, subject to the proposed mitigation measures and that there are no technical highway or transport related reasons to object to, or subsequently form grounds to refuse, this planning application.

1.6. This report concludes that there would be no unacceptable or severe transport impact arising from the development. Paragraph 109 of the National Planning Policy Framework (NPPF) 2019 states that *“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 would be severe”*.

## 2. Part One – Comments of the Highway Authority

### 2.1. Introduction

West Sussex County Council Highway Authority (HA) formally commented (on 29th January 2019) on the planning application as a statutory consultee. As part of that, they requested clarification on a number of points set out within the TA. A Transport Assessment Addendum (TAA) was subsequently produced and submitted, which addressed all of the points raised at that stage. The TAA also set out a number of new items, including an offer to provide improved pedestrian crossing facilities in the form of zebra crossings.

The HA raised further comments on the TAA specifically with regard to Stage 1 Road Safety Audits. It also raised comments regarding the Framework Travel Plan as this was submitted on 16<sup>th</sup> April 2019 which followed the original application documents.

### 2.2. Road Safety Audits

Two separate Road Safety Audits are considered in this section; the first relates to pedestrian crossings; the second relates to the Site accesses.

#### **Pedestrian crossings**

At the request of the Local Planning Authority, potential zebra crossings locations were investigated in the vicinity of one junction close to the Site (Parsonage/Wimblehurst/North Heath Lane – Junction C within the TA and TAA). The LPA intends that these crossings would be provided as an interim measure to be funded by the development, until such time that an improvement scheme was delivered by the Highway Authority at Junction C. Details of this investigation have also been shared with the HA and are included in the TAA. The developer offered, in conjunction with the investigation, to install two zebra crossings (on Wimblehurst Road and Parsonage Road) subject to agreement from the HA.

In its response to the TAA, forming part of the planning consultation response, the HA suggested that zebra crossings would appear unsuitable at this location and requested details of pedestrian demand, a Stage 1 Road Safety Audit, and Design Audit of these proposals. Through subsequent discussions, the HA suggested an alternative option of signalised push-button pedestrian crossing(s).

A Stage 1 Road Safety Audit has been completed; considering both zebra crossings and signalised pedestrian crossings near to Junction C. The audit, which includes a review of current pedestrian flows, is included as Appendix 1.

The designer's response on all matters raised within the audit is included within the RSA.

In the light of the comments within the RSA and subsequent discussions with the HA, it has been determined that zebra crossings do not appear to be suitable for this location and are unlikely to be supported by the HA. There is a stronger case for the option of providing a push-button controlled crossing on Wimblehurst Road, although further design and assessment work will be required before the HA is able to assess this fully. There is no scope to provide a push-button controlled crossing on Parsonage Road in this location because of the limitations on footway and land availability on the north side.

In the light of this further assessment, it is not considered feasible to deliver zebra crossings as requested in this location. The applicant, however, remains willing to provide improved pedestrian crossing facilities in the vicinity of the Site. The original proposal to provide improved crossing facilities at the junction, including the provision of tactile paving, will be delivered by the applicant. In addition, the applicant will continue to assess the suitability of a signalised push-button controlled crossing on Wimblehurst Road (at location 8 identified in Appendix 5 of the TAA), although the ability to deliver a signalised crossing will ultimately be dependant on the support of the HA. While the report (Appendix 5 of the TAA) notes that the crossing is away from the pedestrian desire line, the site layout can be designed to feed pedestrians to this location. There will also be enhancements (tactile paving) at the existing crossing points within junction C. If such provision cannot be supported, for example, if projected pedestrian usage is shown to be too low for safe provision, then the applicant will commit to introducing additional enhancements in the form of uncontrolled crossing points.

### **Site accesses**

The original TA included a Stage 1 Road Safety Audit of the proposed site accesses on the basis that a new traffic signal-controlled layout would be delivered at the junction of Wimblehurst Road/Parsonage Road/North Heath Lane (Junction C). As this scheme is not being delivered by the current application, the Highway Authority requested that Road Safety Audits should not expect this scheme to be delivered.

A new Stage 1 Road Safety Audit has been undertaken to ensure that the junctions operate safely prior to the delivery of Junction C improvements. The RSA is included as Appendix 2 of this report.

### **2.3. Framework Travel Plan**

The Highway Authority and PBA raised a number of minor comments in relation the Framework Travel Plan (FTP). These have been addressed in an updated version, which is included as Appendix 3.

### **2.4. Conclusion**

Comments raised by the HA in response to the TAA have been addressed. New Road Safety Audits have been produced and are appended. An updated version of the Framework Travel Plan is also appended.

The results of the RSAs suggest that a push-button controlled crossing on Wimblehurst Road would be the most suitable form of pedestrian improvement prior to delivery of Junction C, although provision would be subject to the support of the HA. If it is not possible to make provision in this form, then alternative (uncontrolled) facilities would be introduced instead. It is expected that the developer would deliver this crossing (or alternatives) through a s.278 agreement, subject to agreement of the HA.

The RSAs also show that the site accesses will operate safely in the interim period prior to delivery of Junction C.

The TA, TAA and this report follows a robust methodology, which continues to have the support of the HA, and provides the necessary information for the local highway

and planning authorities to assess the proposed development in terms of accessibility, highway safety, impact of development traffic on the local highway network and compliance with the National Planning Policy Framework, as well as other relevant local policy.

From the information contained in this document and its appendices, and the proposed package of mitigation, it is therefore still considered that there are no significant highways and transportation matters that should prevent this planning application from being approved in accordance with the NPPF.

### **3. Part Two – Response to issues raised in the Peter Brett Associates report**

#### **3.1. Introduction**

The Local Planning Authority, Horsham District Council commissioned an independent review of the TA and TAA. Peter Brett Associates (PBA) undertook this review and reported in May 2019, within which they suggest a number of points to investigate and/or clarify “*before a recommendation is made.*”

It is understood that PBA was commissioned to review the TA and TA Addendum against the HA’s Transport Assessment Methodology (2007) document. As a general note, through pre-application discussions with the HA, it was understood that the HA considered the 2007 TA guidance to be dated; reflecting previously withdrawn Department for Transport Guidance. As a result, the HA suggested an approach that reflected the most recent guidance (National Planning Policy Framework and National Planning Policy Guidance) in order to ensure that the most up to date and relevant guidance was followed. The HA confirmed at the meeting on 18/6/19 that they consider the guidance to be a ‘starting point’ for the development of TAs.

Themes raised by PBA include:

- Road Safety Audits
- Framework Travel Plan
- Trip generation
- Trip distribution and modelling
- Access by sustainable modes
- Vehicular access to the Site

**3.2. Road safety audits:** Comments by PBA on the RSAs have been addressed in the revisions described above (see Part One).

### 3.3. Framework Travel Plan:

In addition to minor points raised by the HA in its response to the TAA, PBA suggested that FTP's target of a 15% reduction in peak hour trips could be tested by the Transport Assessment. The TA addresses this in Section 4.5.3 stating: *"it should be noted that whilst there are ambitious targets for reducing the number of single occupancy vehicle trips, to ensure a robust assessment of the impact of the development on the highway, the trip generation section laid out below does not include any reduction that may be achieved through implementation of the travel plan. This ensures that the assessment of road traffic impact is fully robust – in reality the impact could be expected to be lower than assessed."*

On this basis, it is clear that if a reduction in trips, as per the FTP, were incorporated into this report, there would ultimately be a reduced impact on the highway network. However, as set out above, the most robust case has been presented that is generally likely to over rather than underestimate the trips and resultant impacts on the local highway network. Any improvements and mitigation proposed as part of the development will therefore be likely to exceed those actually required to offset the likely, rather than maximum trip generations.

Further discussions with the Highway Authority have confirmed that there is no requirement for assessment of the impact of the FTP target. The HA have confirmed that their priority is to assess the worst-case impact from traffic and that they already have sufficient information to allow them to do so.

### 3.4. Trip generation

PBA raised a number of comments in relation to trip generation methodology, as set out below. These comments have subsequently been discussed with the Highway Authority who has confirmed that they are content with the original methodology established through the scoping and pre-application process, TA and TAA and that it does not require any additional information to assess the impact of development.

Specific points on methodology raised in the PBA report are as follows -

**Multi modal trip rates:** The principle of using vehicular (as opposed to multi modal) trip rates, used within the TA, was agreed with the HA through the pre-application advice stage and prior to the submission of the application. Trip rates were calculated using a range of TRICS data in line with standard methodology.

Subsequent analysis of multi-modal trips using the multi-modal methodology resulted in a lower number of trips overall than those previously assessed. The TA therefore used the chosen methodology (of factoring up vehicle trips) – which is set out in the HA's Transport Assessment Methodology - to determine total trips by each mode. This is considered to be very robust and was agreed with the Highway Authority.

Emails demonstrating the agreement with the HA of this methodology for assessing multi-modal trips, submitted and agreed prior to the submission of the application, are included as Appendix 4.

**Appropriate site selection for source data:** All site selection and trip rate data was shared with the HA at the pre-application stage. The HA agreed, through the response to a formal scoping report (Appendix 1 of the TA) as part of the pre-application process,

that all data was appropriate with the exception of initially proposed B1b and B1c uses (and which, ultimately, were not used).

With regard to the residential trips rates, the mix presented was agreed as acceptable by the Highway Authority and no further evidence was sought at that stage on the proportion of affordable houses/flats within the sites selected. This is a standard methodology and there would normally be no reason for a HA to seek this additional information. The Highway Authority were clearly of the view that the trip rates used and their application to the site was sufficiently representative of likely residential trip generation to allow proper assessment.

Subsequently, and to ensure a robust assessment, only B1a trip rates (as the highest trip generator) were used in the TA to represent trips for the entire employment use.

Emails demonstrating the agreement of the HA on these matters are attached as Appendix 4.

### 3.5. Trip distribution and modelling

PBA raised a number of comments in relation to trip distribution methodology as set out below. These comments have subsequently been discussed with the Highway Authority who has confirmed that they remain content with the methodology established through the pre-application process, TA and TAA and that they do not require any additional information to assess the site impact.

The points raised by PBA summarised and addressed below:

**Extant trips:** The application of extant and net trip generation, and its distribution on the highway network, was originally agreed with the HA through the pre-application advice process (Appendix 1 of the TA demonstrates this, Appendix 4 provides further evidence of communication). Subsequent discussions with the Highway Authority have confirmed that it does not require further testing of extant trips; they agree that these trips are adequately represented within the “background growth” scenario presented in the TA. This reflects the inclusion of development on the Site within the TEMPro growth rate used.

Moreover, they recognise that inclusion of extant trips in the baseline or background growth scenarios would not impact on the traffic generated by the site – it would simply be assessed against a higher base level of traffic. In fact, this would serve to marginally lessen the proportional impact of the proposed development on the highway network.

The HA is therefore content that the scenarios presented in the TA and TAA are sufficiently robust and no further modelling is required. They have sufficient information to assessment the impact of the development and additional modelling would not aid the process further.

## **TEMPro growth rates and Land North of Horsham trips:**

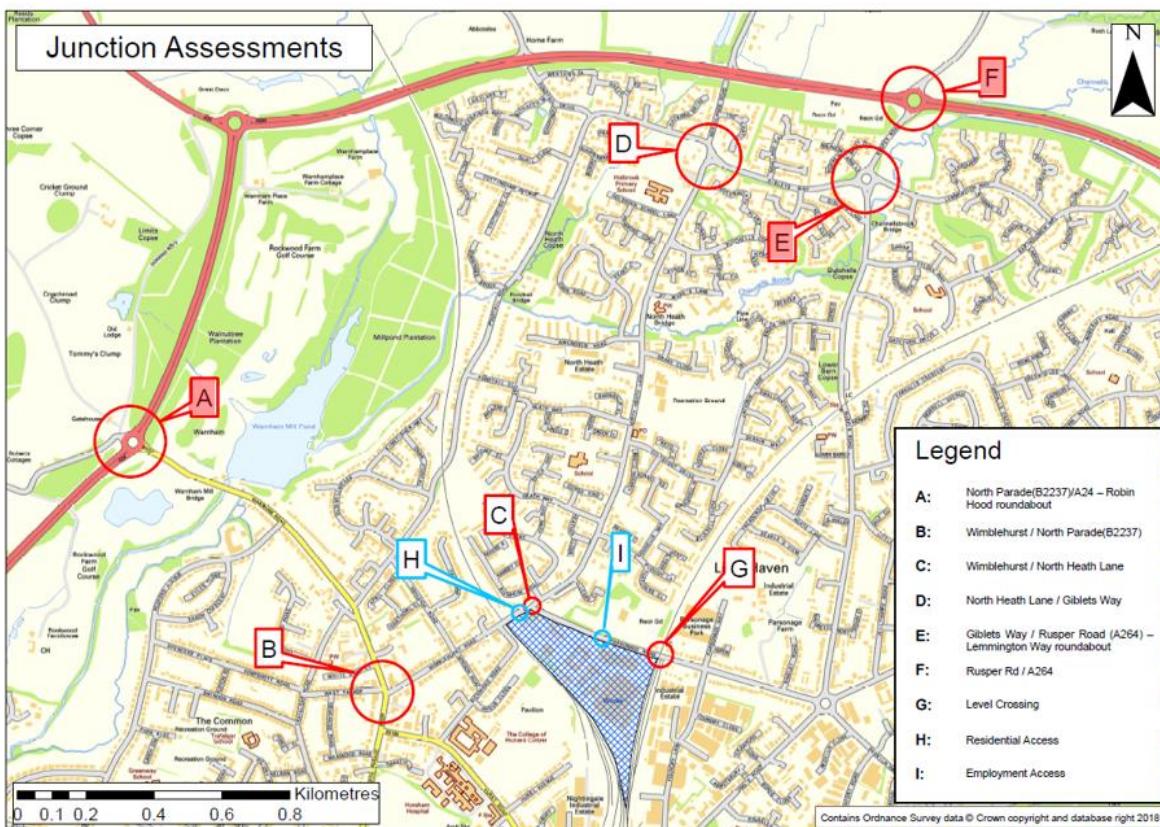
PBA state their understanding to be that "WSCC agreed TEMPro growth rates would be sufficient to consider committed development other than the Land North of Horsham development."

It is not clear how they have come to this understanding. The methodology to determine background growth was confirmed with the HA at pre-application stage and through the scoping note. TEMPro was utilised to derive background growth figures, which is standard methodology for a study of this type. The HA was satisfied that TEMPro provided an adequate basis for assessing the background growth and did not seek modifications to the figures as they accept that there is provision for traffic generated by Land North of Horsham.

Through its planning response to the TA, the HA did subsequently request additional assessment of the routeing and potential impact of traffic from Land North of Horsham specifically in relation to Junction C. This was to test the possible interaction of traffic, responding to local concerns. The findings from this additional assessment are set out in the TAA and show a minimal amount of traffic (fewer than 10 vehicles in the morning peak).

It should be noted that the inputs to TEMPro include committed development in Horsham District including allocations within the current Local Plan. As Land North of Horsham is an allocated site there is allowance for traffic generated from the development within the background growth figures used in modelling. Note also that Horsham Enterprise Park is an allocated site, and therefore also within the TEMPro growth rate, thereby ensuring an additional level of robustness.

From our further work, LNoH TAA Appendix CC (trip distribution, included as Appendix 5 of this document) has been reviewed and confirms that the LNoH development does not expect trips to route in close proximity to the Site. The only junctions expected to be jointly impacted by both LNoH and the proposed Site are junctions A, E and F.



As discussed within the TA, junction capacity enhancements are being brought forward at these junctions through consents for LNoH and Land West of Horsham. LNoH's TAA models these enhancements based on projected flows at these locations in 2031, the same future year considered by the current application. LinSig Models have been provided by the HA for review. A comparison of flows with those presented in the current application show that at Junction A the maximum projected increase in flow is 1.55% (111/7155 movements), at Junction F this is 2.11% (125/5928 movements), neither of which are considered severe in line with NPFF. No model has been made available for Junction E to allow a similar assessment to be made.

The impact at all three junctions was discussed at the meeting on 18<sup>th</sup> June and the HA officer indicated that he remained of the view that there was no severe impact arising from the additional traffic passing through these junctions from Horsham Enterprise Park.

**Junctions not assessed by the TA/TAA:** A trip distribution was undertaken to demonstrate the projected flow of trips to and from the Site. This distribution includes the junctions set out above. It was agreed with the HA through the pre-application process.

Camera surveys were undertaken to assess current conditions. A proportionate increase in traffic at each junction, as a result of development trips, was discussed with the HA at the pre-application stage. Junctions included for further assessment within the TA were agreed through emails and discussion with the HA. Other surveyed junctions were discussed with the HA and it was agreed that the projected percentage increase was sufficiently low that there was no concern about impact and, therefore, no further need for assessment. This approach reflects comments set out above in this Addendum whereby the HA considered its guidance to be dated and reflective of

withdrawn DfT guidance; instead the HA focused on locations where impacts may be considered severe in line with NPFF.

Emails attached as Appendix 6 demonstrate the agreement of the points discussed between the applicant and the HA

### 3.6. Access by sustainable modes

PBA suggested further detail should be provided with regard to the proposed £20,000 contribution towards signing and TROs to improve the cycle route between the Site and Horsham Rail Station.

The £20k contribution is intended to fund improvements to on-road cycling between the site and the rail station. No scheme design was available, but it is envisaged that appropriate measures would be signing and lining supported by appropriate Traffic Regulation Orders, principally along Foundry Lane. It would offer the opportunity to address on-street parking along the road, to improve conditions for cyclists, if desired. It is envisaged that the Highway Authority will determine the most appropriate use of these funds for the suggested improvements, and clearly the applicant is only able to suggest options that would be feasible and are considered to be appropriate, given the scale of this development and associated assessed impact on the transport network.

PBA suggested that the impact on bus services is not fully considered by the TA. The TA identifies the projected number of bus trips to and from the site on a daily basis at 47 trips (23 trips to the site and 23 from the site, with rounding), with a total of 7 one way trips in the AM peak hour and 6 one way trips in the PM peak hour. As discussed in the TA, given that the bus services around the site are good, and technically this is one of the most sustainable, central sites when considering the settlement hierarchy, it was not considered that an assessment of bus capacity was necessary. Nor was this required by the Highway Authority and, through subsequent discussions, the HA has reaffirmed this position. Even with the percentage increase proposed by the Framework Travel Plan, it is very unlikely that the number of bus users to and from this site would lead to capacity concerns to local bus operations.

A contribution to improve local bus waiting facilities has been offered, as this will also help to make the use of local bus facilities more accessible, and potentially more attractive, to the residents and users of the site as well as other residents in the wider area.

PBA suggested that wider pedestrian and cycle connectivity requirements are not fully considered by the TA. The TA reviewed West Sussex County Council Walking and Cycling Strategy (2016-2026) and assessed connectivity with local walking and cycling routes to the level of detail required by the HA, as agreed through pre-application discussions and the scoping note. The TA proposes a contribution towards links to Horsham Railway Station, as discussed above. Moreover, as well as routes through the site, the application offers land within the Site boundary along Parsonage Road for the Highway Authority to develop improvements for walking and cycling in the future. Improvements to existing facilities on Parsonage Road were discussed with the Highway Authority, and the proposed offer of land reflects their preferred approach.

Whilst these improvements may not be necessary to make the development acceptable in planning terms, they are considered to provide a valuable contribution to the local community that will also be utilised by users of the application site. They

also assist in improving the overall sustainability of the site and the locality in accordance with the principles of NPPF.

### 3.7. Vehicular access to the Site

PBA suggest that “WSCC has recommended that the Parsonage Road access should be a simple priority junction rather than the proposed ghost turn right turn lane option.”

While noting that The Highway Authority’s response to the TA highlighted a preference to have modelling outputs of both options for review, it did not ‘recommend’ a priority junction rather than a ghost lane.

The reasoning for retaining the right turn lane is articulated in the TAA and was accepted by the Highway Authority. To be clear and for ease of reference, this was retained in the scheme design to ensure that there was no conflict between right turning traffic and ‘platoons’ of traffic at the times the nearby level crossing is released.

### 3.8. Conclusion

Part two of this report has examined the issues raised by Peter Brett Associates (PBA), who were appointed by Horsham District Council (HDC, the Planning Authority) to undertake an independent review of our TA and associated works for the Former Novartis site.

It is essential to highlight that whilst we have responded to all of the issues raised by both the HA and PBA, the HA is ultimately the statutory consultee for Horsham District and, therefore, their advice and recommendations must be taken on board. We have sought to discuss the position set out in this report with the Highways Authority before its submission to HDC, and the Highway Authority has verbally agreed to the outcomes stated herein. The HA has indicated that it is satisfied that the work undertaken is sufficiently robust to assess the impact of traffic from the site and that the PBA report does not highlight any issues to cause further concern.

As before, and as demonstrated within the TA, delivery of the signalisation scheme at Junction C is not required to allow the development to proceed, nor to make the development acceptable in planning terms. The delivery of the junction is also not required in terms of continued highway safety as a direct result of the proposed development. This has been agreed with the Highway Authority and is therefore not proposed as part of this development. It is accepted that the scheme does have a proportionate impact, and a Section 106 contribution has been offered at a proportionate level to part fund delivery.

Notwithstanding, it has been agreed with the Highway Authority that in addition to the package of mitigation outlined above and in the TA and TAA, the HA will seek to fund the junction improvements through a bid for CIL rather than through a specific financial contribution secured through a legal agreement from the scheme. The scheme will be CIL chargeable and therefore part of that which will be paid as a result of this development could be earmarked for the identified Junction C improvement. This would be for the Highway Authority to discuss and agree with HDC outside of the ambit of this, or any other planning application.

As in Part One, from the information contained in this document and its appendices, and the proposed package of mitigation, it is therefore still considered that there are

no significant highways and transportation matters that should prevent this planning application from being approved in accordance with the NPPF.



# North Horsham Parish Council

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Comments for Public Speaking on Planning Application DC/18/2687 – development on the former Novartis site on Parsonage Road.

North Horsham Parish Council has no objection, in principle, to the mixed use for housing and business on the former Novartis site off Parsonage Road, however, there remain grave concerns about several issues.

1. The impact on highways and traffic in the vicinity of the site and to the wider area of Horsham has not been adequately assessed;
2. Whilst it is appreciated that every planning application must be looked at on its own merits, there is no denying that the cumulative impact of 2,750 new homes and a business park north of the A264, the wider growth in traffic consequent upon developments at Wickhurst Green, Kilnwood Vale and Highwood, together with the conversion of a significant number of former office premises in the town to dwellings has already impacted on the road network and the volume of development needs to be included in the assessment.
3. The Wimblehurst Road/ Parsonage Road/ North Heath Road junction remains a problem, despite the proposal to install traffic lights due to the proximity of the Blenheim Road bus stop on North Heath Lane to the junction;
4. There is insufficient provision of on street parking on the site;
5. West Sussex County Council Highways perceives shortcomings relating to pedestrian crossings and other safety audit issues;
6. The half barrier level crossing on Parsonage Road which, in the opinion of the Parish Council should be replaced with a full barrier, this in turn would delay traffic as the gates would be closed substantially longer.

The Parish Council considers that an opportunity to improve the connectivity from the site to Horsham Railway station has not been sufficiently investigated as the long term benefits of reducing traffic and encouraging more people to walk far outweigh the original capital outlay.



## Passenger Benefit Fund - local passenger benefit schemes

Please find a list of possible passenger benefit schemes that would benefit passengers at their stations. These schemes are suggestions only and would be in addition to the work GTR has planned to deliver in 2019/20. To vote for your favourite schemes or suggest your own ideas please use the Passenger Benefit Fund submission form.

- Fit solar panels to the station
- Adding a 'living plant wall'/bee garden or other environmental options
- Improvements to the station toilets.
- Additional customer seating
- Additional waiting shelters
- Canopies over ticket vending machines
- Additional ticket vending machines
- Additional cycle parking facilities
- Increasing cycle security measures at stations
- Additional customer information screens
- Defibrillators at stations
- Commissioning art by a local artist
- Resurface carpark



## **Passenger Benefit Fund - wider passenger benefit schemes**

We are seeking to implement schemes that would benefit passengers across GTR's routes and stations. Please let us know how we can benefit passenger's journeys from the moment they leave home to the moment they return home. Your ideas need to be tangible and benefit as many passengers as possible. We have provided a list of example schemes below for guidance only

### **Example wider passenger benefit schemes**

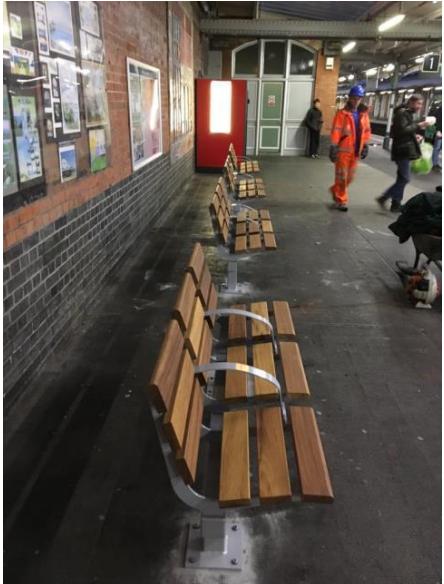
- Adding delay notification functionality to the GTR apps
- Provision of real-time, relevant station and journey information either in station or through the app e.g. lifts or toilets out of service
- Improving the communication of alternative end to end journey options (like 'Waze' for road travel) during disruption
- Improving the information provided during and post disruption in stations or through the app
- Keeping station toilet facilities open 24/7, with accessibility via The Key Smartcard
- Cloud based ticketing
- Interactive map for engineering work
- Playing classical music at stations
- Train education
- Lockers to retrieve online deliveries – e.g. Amazon lockers

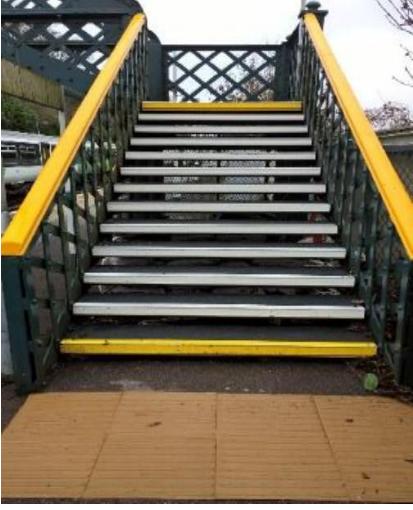
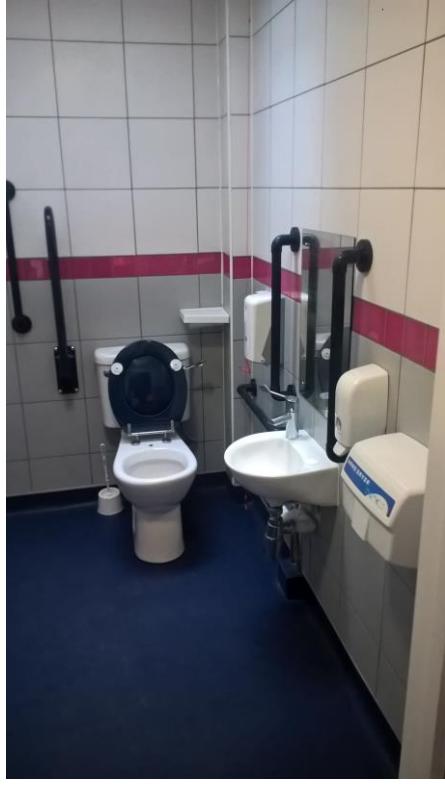
## Local Passenger Benefit Scheme Cost Examples

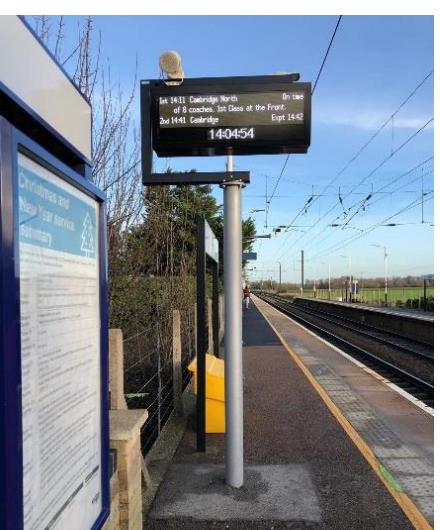
### Introduction

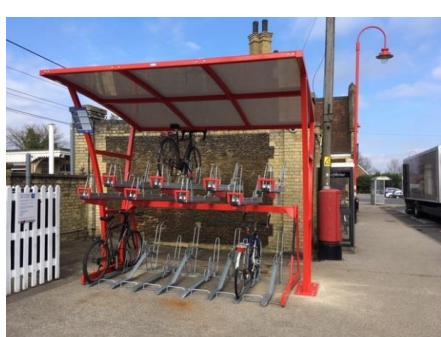
Please find below examples of previously delivered station improvements across GTR stations which serve as guide for stakeholders on what can be achieved with their station allocation from the Passenger Benefit Fund. Please note that the figures quoted are given as a guide and are subject to individual review, surveys and approvals from Network Rail (who own the Infrastructure). Consideration within the costings also need to be given for ongoing maintenance of the schemes delivered by the Passenger Benefit Fund.

### Example Schemes

Improvement	Considerations	Estimated Value
	<ul style="list-style-type: none"> <li>• Location to be positioned at least 2500mm from platform edge.</li> <li>• Avoid lowering lighting and CCTV columns</li> <li>• Does not impact passenger movements</li> <li>• Positioned with visibility of available information systems.</li> </ul>	<b>£1,000 per seat including install.</b> (Economies of scale available for bulk orders)
<i>Platform Seating</i>	<ul style="list-style-type: none"> <li>• Directional signage and wayfinding signage to be secured to appropriate fixings and sufficient clearance of operational lines and head heights (min 2500mm).</li> <li>• Meet required branding and British Standards</li> <li>• Branding of local businesses / interest groups to be reviewed by the GTR Commercial Team.</li> <li>• Changing name of stations is expensive and requires all operational notices, back-office systems, control updates</li> </ul>	<b>£1,000 - £30,000</b> (dependant on size of station and number of signs being replaced).  Costs for post mounted signage and signage requiring possession of the tracks will need to be priced independently.

	<ul style="list-style-type: none"> <li>• Fixing details to existing footbridge / staircase.</li> <li>• Timings of works (overnights / non-peak times)</li> </ul>	<p><b>£10,000</b> per staircase  <b>£18,000</b> for two staircases  <b>£25,000</b> for three staircases</p> <p>Estimated costs – dependant on access.</p>
<p><i>Stair Tread Refurbishment</i></p> 	<ul style="list-style-type: none"> <li>• Have toilets been closed for a reason e.g. blocked/collapsed drains?</li> <li>• What hours are the toilets in operation?</li> </ul>	<p><b>£20,000 - £50,000</b> dependant on size and level of refurbishment</p>

	<ul style="list-style-type: none"> <li>• Provision of utility supplies (waste, water supplies).</li> <li>• Available space within the station and within in GTR / NR land ownership.</li> </ul>	<b>£75,000 - £100,000</b> dependant on location and utility connections.
<p><i>Toilet (new facility / disabled)</i></p> 	<ul style="list-style-type: none"> <li>• Ability to provide power, data and suitable foundation to site Ticket Vending Machine.</li> <li>• Ability for staff to service the machine within existing cash handling protocols.</li> </ul>	<b>£20,000-£25,000</b> dependant on electrical and base connections
<p><i>Ticket Vending Machines</i></p> 	<ul style="list-style-type: none"> <li>• Location to be positioned at least 2500mm from platform edge.</li> <li>• Avoid lowering lighting and CCTV columns</li> <li>• Does not impact passenger movements</li> <li>• Power and data connections to the screen</li> </ul>	<b>£20,000</b> CIS screen (single sided), post and fixings <b>£25,000</b> CIS screen (double sided), post and fixings

 <p><i>Waiting Shelter</i></p>	<ul style="list-style-type: none"> <li>• Location to be positioned at least 2500mm from platform edge.</li> <li>• Avoid lowering lighting and CCTV columns</li> <li>• Does not impact passenger movements</li> <li>• Requirement for secured foundation/fixings</li> <li>• Positioned with visibility of available information systems.</li> </ul>	<p><b>£15,000 - £50,000</b> (dependant on available size, foundations)</p>
 <p><i>Waiting Room</i></p>	<ul style="list-style-type: none"> <li>• Location to be positioned at least 2500mm from platform edge.</li> <li>• Avoid lowering lighting and CCTV columns</li> <li>• Does not impact passenger movements</li> <li>• Requirement for secured foundation/ fixings</li> <li>• Power connections for automatic door/heating and ventilation systems</li> <li>• Positioned with visibility of available information systems.</li> </ul>	<p><b>£80,000 - £150,000</b> (dependant on available size, foundations)</p>
 <p><i>Cycle Parking</i></p>	<ul style="list-style-type: none"> <li>• Location to be positioned at least 2500mm from platform edge.</li> <li>• Avoid lowering lighting and CCTV columns</li> <li>• Does not impact passenger movements</li> <li>• Requirement for secured foundation/fixings</li> </ul>	<p><b>£1,500</b> – Cycle Hoop  <b>£5,000-£7,000</b> – Cycle Parking (Toast Rack)  <b>£25,000</b> – Covered two-tier cycle parking facility – 10x spaces  <b>£50,000-£200,000</b> – Cycle Hub (size dependant)</p>