



AGENDA ITEM 6 – DC/18/2687

Former Novartis Site, Parsonage Road, Horsham

Additional Contribution:

Section 6.49 of the committee report outlines measures for improving access by sustainable means. This includes £20,000 towards cycle signage and traffic regulation orders between the site and Horsham town station.

Since the report was published, the applicant has agreed to increase this contribution to £100,000. This will go towards pedestrian and cycle improvements connecting the site with the surrounding area, including improvements to the link between the site and Horsham Station. Currently, HDC are drafting an LCWIP (Local Cycling and Walking Infrastructure Plans). This is expected to be adopted this year. Under the LCWIP, areas for cycle and pedestrian improvements will be highlighted. This includes roads in the immediate vicinity of the Novartis site. It is therefore anticipated that the £100,000 contribution will go towards the improvements highlighted in the approved LCWIP.

HDC consider this to be a significant improvement to the scheme in terms of improving and promoting sustainable pedestrian and cycle linkages.

The proposed Transport Infrastructure Improvements under Heads of Terms outlined in Section 6.82 of the report is therefore to be amended as follows:

- Transport Infrastructure improvements:
 - Safeguarding of land on Parsonage Road to enable the widening of the footway to 3 metres.
 - Relocation of existing signalised crossing on Parsonage Road.
 - Contribution of £10,000 to the improvement of bus waiting facilities (real time information) on North Heath Lane, past Blenheim Road.
 - Contribution of £100,000 towards pedestrian and cycle improvements connecting the site with the surrounding area, including improvements to the link between the site and Horsham Station.

Travel Plan:

An additional Heads of Terms for the proposed S106 is recommended requiring an agreed Travel Plan to be implemented and monitored in accordance with details and timeframes to be agreed.

Traffic Monitoring Scheme:

As highlighted in Section 6.47 of the report, the proposal does not include the signalisation of the junction at Wimblehurst Road and Parsonage Road. The approach of WSCC is for these works to come forward in the future under CIL funds generated by the development. Given the uncertainty regarding the delivery of the signalised junction, an additional requirement in the heads of terms is

recommended for a traffic monitoring scheme to be undertaken at the junction at a certain period to assess whether the signal works are required.

Monitoring could be required to take place on the occupation of the 200th unit or on the completion of 15,000 sqm of commercial floorspace. Monitoring could then be required to take place every two years after this date until the completion of the development or the implementation of the traffic signals. The monitoring would inform the decision of the Council as to when the works are required and whether CIL contributions from the Novartis site could go towards paying for the works. The monitoring scheme would be a requirement under the S106 agreement. The exact details of this are to be agreed.

The addition of a monitoring report requirement gives more certainty that the works to the junction would be considered and delivered in the future.

Revised Wording for Condition 3

Condition 3 outlines the timeframes for the submission of the Reserved Matters applications and the dates for when development should take place. The standard timeframes in the condition require Reserved Matters applications to be submitted within 3 years from the date of the permission and for development to commence within 3 years from the date of the permission or 2 years from the date of the approval of the last Reserved Matters (whichever is the later).

The applicant has stated that this timeframe would be difficult to achieve for the commercial area, given the uncertainty regarding the overall delivery of the commercial units. They have requested an extension of these timeframes to allow the development to be delivered in its entirety.

This is considered a reasonable request. A revision to the wording is therefore proposed to allow 3 years for the submission of Reserved Matters for the residential area and 5 years for the submission of Reserved Matters for the commercial areas. The amendment also extends the commencement date for commercial area to 5 years from the date of the permission. The revised wording of the condition is as follows:

3. Outline permission:

- (a) Approval of the details of the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
- (b) Plans and particulars of the reserved matters referred to in condition (a) above, relating to the layout of the development, the scale of each building, the appearance of each building and the landscaping of the development, shall be submitted in writing to the Local Planning Authority and shall be carried out as approved.
- (c) Application for approval of the reserved matters for the Residential Area, including the converted central buildings, shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.
- (d) Application for approval of the reserved matters for the Commercial Area shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.
- (e) The development hereby permitted for the Residential Area, including the converted central buildings, shall be begun either before the expiration of 3 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- (f) The development hereby permitted for the Commercial Area shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990.

Parking Standards:

Further to paragraph 6.51, WSCC new parking standards have now been formally adopted. The parking proposed is in accordance with these standards. The comparative standards are:

	2014 Parking Standards	2019 Parking Standards
Residential	249	308
B1 Employment	833	833

Wimblehurst Road Resident's Group (WRRG):

Section 3.23 of the report outlines the comments from WRRG. It is stated that the group submitted their own transport assessment. The report can be summarised as follows:

- Wimblehurst Road and North Heath Lane are amongst the most congested residential roads in Horsham, with North Heath Lane having 14 junctions over distances of less than a mile. Both roads are now operating at maximum capacity.
- The planned North of Horsham development will bring substantial increase in traffic using these roads. Even without the Novartis site, it is certain that all the junctions from the A264 to North Parade will be close to capacity for long periods of the day.
- At its peak, Novartis employed 1400 staff. The Enterprise Park development will have around 1700 staff working in B1 space (around 600 cars) and around 690 residents with perhaps 300 cars. It would be difficult to imagine that the local road network, already operating close to capacity, could support this increase.
- Even without the North of Horsham development, the TA submitted by HCC notes that the capacity of many sections of the two roads is beyond the theoretical maximum.
- There are too many omissions from the methodology used by HCC.
- The submitted TA is not fit for purposed.

The Transport Assessment from WRRG, along with other objections received from WRRG (including their own junction assessment), have been assessed by WSCC Highways. It should be noted that the impact of the North Horsham Development was taken into consideration in a later addendum to the submitted TA, as requested by WSCC Highways. The submissions do not raise any new material considerations, which have not already been taken into consideration in the committee report.

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