

# Horsham Reference Case Modelling Update

This report provides an exposition of how the 2040 Reference Case has been developed and summarises the model outputs



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## Table of Contents

|                                                          |           |
|----------------------------------------------------------|-----------|
| <b>Executive Summary .....</b>                           | <b>ii</b> |
| <b>1 Introduction .....</b>                              | <b>1</b>  |
| 1.1 Project Background .....                             | 1         |
| 1.2 Purpose of Report .....                              | 1         |
| 1.3 Report Structure .....                               | 1         |
| <b>2 Modelling Approach.....</b>                         | <b>2</b>  |
| 2.1 Overview of Model Hierarchy .....                    | 2         |
| 2.2 Development of 2040 Reference Case Model.....        | 2         |
| 2.2.1 Committed Highway Schemes .....                    | 2         |
| 2.2.2 Committed Development Schemes .....                | 3         |
| <b>3 Model Outputs and Analysis.....</b>                 | <b>5</b>  |
| 3.1 Model Run Scenarios.....                             | 5         |
| 3.2 Matrix Comparison .....                              | 5         |
| 3.3 Flow Difference Assessment .....                     | 6         |
| 3.4 Junction Capacity Assessment .....                   | 7         |
| 3.5 Next Steps.....                                      | 9         |
| <b>List of Tables</b>                                    |           |
| Table 1: Trip rates .....                                | 3         |
| Table 2: NTEM Dwellings Forecast Adjustment .....        | 4         |
| Table 3: Matrix Comparison AM .....                      | 5         |
| Table 4: Matrix Comparison PM .....                      | 5         |
| Table 5: AM Convergence Statistics .....                 | 6         |
| Table 6: PM Convergence Statistics .....                 | 6         |
| <b>List of Figures</b>                                   |           |
| Figure 1: 2040 Reference Case minus 2025 Base AM .....   | 7         |
| Figure 2: 2040 Reference Case minus 2025 Base PM .....   | 7         |
| Figure 3: 2040 Overcapacity Junctions AM .....           | 8         |
| Figure 4: 2040 Overcapacity Junctions PM .....           | 9         |
| <b>List of Appendices</b>                                |           |
| <b>Appendix A Traffic Data Review Technical Note</b>     |           |
| <b>Appendix B Committed Highway Schemes</b>              |           |
| <b>Appendix C Development included in Reference Case</b> |           |



## **Executive Summary**

This report presents the development of an updated transport modelling evidence base to support the Local Plan Examination in 2026. The work builds on the existing modelling framework, incorporating targeted updates to ensure that the model reflects current travel conditions, planning assumptions, and committed infrastructure.

A 2040 Reference Case has been developed using a hierarchical approach, drawing on a validated 2019 Base Model and a 2025 Proxy Base Model. The Reference Case includes updated background growth, committed highway schemes, and committed development to provide a robust 'Do-Minimum' scenario for assessment.

Model outputs indicate that demand in the 2025 model is broadly consistent with the 2019 base, while the 2040 forecasts show significant growth in travel demand. Total trips are forecast to increase by approximately 23% in the AM peak and 16% in the PM peak, broadly in line with Department for Transport forecasting assumptions. Growth is observed across all user classes, with particularly strong increases in freight movements.

Flow difference analysis shows a general increase in traffic flows across the network, with more pronounced changes along key corridors. Junction capacity assessments identify a number of locations operating over capacity in 2040, particularly along the major corridors within Horsham and some localised areas within Crawley, highlighting areas of potential constraint.

Overall, the Reference Case provides a robust and policy-compliant baseline against which Local Plan scenarios can be assessed, supporting the identification of transport impacts and informing the development of mitigation measures.



# 1 Introduction

## 1.1 Project Background

Stantec has been commissioned by Horsham District Council (HDC) to provide an updated Addendum to support the transport evidence which will be presented as part of the Local Plan Examination later in 2026. It builds on previous modelling work, including the 2023 Transport Study Review, and seeks to ensure that outputs are robust and suitable for scrutiny.

Given the age of the existing model, targeted updates are required to reflect current travel conditions, planning assumptions, and committed infrastructure. The approach focuses on maximising the use of existing data and models, supplemented by updates to improve accuracy and reliability.

The study is being undertaken in four stages:

- Stage 1 – Reviewing the base model using recent traffic data
- Stage 2 – Developing an updated Reference Case model
- Stage 3 – Testing Local Plan scenarios with revised development assumptions.

## 1.2 Purpose of Report

The purpose of this report is to document the development of the updated transport modelling undertaken to support the Local Plan Examination. It sets out the methodology used to develop the 2040 Reference Case model.

## 1.3 Report Structure

This report is structured as follows:

Chapter 2 sets out the modelling approach, including an overview of the model hierarchy and the development of the 2040 Reference Case. This includes details of the committed highway schemes and committed development assumptions incorporated within the model.

Chapter 3 presents the model outputs and analysis, including a summary of model run scenarios, matrix comparisons, flow difference assessments, and junction capacity performance

**Commented [PG1]:** Can we review this in the context of what was included within the previous TA section on the development of the Reference Case and add some more detail on NTEM, convergence etc as per that report



## 2 Modelling Approach

### 2.1 Overview of Model Hierarchy

The 2040 Reference Case model has been developed using a hierarchical approach to ensure consistency with previously validated modelling work while incorporating updated travel trends and committed changes to the transport network and land use.

The model development builds upon a validated 2019 Base Model, which provides a robust representation of observed travel conditions. A 2025 Proxy Base Model was subsequently developed to reflect near-term changes in travel demand and network conditions. This intermediate model serves as a bridge between the base year and the forecast year. The approach to, and factors associated with growth applied between 2019 and 2025 are detailed within Appendix A Traffic Data Review Technical Note.

The 2040 Reference Case has been derived from the 2025 Proxy Base Model by incorporating forecast demand growth and committed development, alongside the inclusion of committed highway infrastructure schemes. This staged approach ensures that both demand and supply-side changes are captured in a consistent and transparent manner.

### 2.2 Development of 2040 Reference Case Model

The 2040 Reference Case represents a 'Do-Minimum' scenario, incorporating all reasonably foreseeable changes to the transport network and land use by the year 2040.

On the demand side, the 2040 matrices include growth derived from committed developments TEMPro and National Road Transport Projections.

For Horsham it has been assumed that all growth will come from the committed developments that have been included and are listed in Appendix B.

For neighbouring local authorities any large developments that are likely to impact Horsham have been specifically included and are again listed in Appendix B. Along with this, adjusted TEMPro factors have also been used for neighbouring authorities. TEMPro was adjusted to remove the housing numbers associated with the large developments that were included which was necessary to avoid double counting. The adjusted factors have been applied to all zones in the Local Authorities.

For LGVs and HGVs National Road Transport Projections 2022 have been used for the neighbouring Local Authorities.

These have been applied to the 2025 Proxy Base demand matrices to produce the 2040 forecast year matrices.

#### 2.2.1 Committed Highway Schemes

On the supply side, the highway network has been updated to include committed schemes that are expected to be operational by 2040. These include capacity enhancements, new links, and junction improvements.



A review of committed and planned highway schemes was undertaken in consultation with HDC and West Sussex County Council (WSCC). Schemes were included in the Reference Case where there is a reasonable level of certainty regarding their delivery by 2040. A full list of the committed highway schemes have been summarised in Appendix A.1

## 2.2.2 Committed Development Schemes

Committed developments within the study area have been identified based on available planning data. These developments include residential, commercial, and mixed-use sites that are expected to be delivered within the forecast period. Trip generation associated with these developments has been estimated using appropriate trip rates and integrated into the model through adjustments to the origin-destination matrices. A full list of the committed developments have been summarised in Appendix A.2.

The trip rates are used to derive the number of trips which each development included will produce.

These are represented by trips to and from developments and are included within the model at a zonal level. Trips rates are derived for different land use types, and these are shown in Table 1. These are derived from TRICS, which is an industry standard tool used for such purposes.

Table 1: Trip rates

| Land Use                                        | AM Peak (0800-0900) |       |       | PM Peak (0800-0900) |       |       |
|-------------------------------------------------|---------------------|-------|-------|---------------------|-------|-------|
|                                                 | In                  | Out   | Total | In                  | Out   | Total |
| Residential (Trips per Household)               | 0.172               | 0.405 | 0.577 | 0.355               | 0.155 | 0.51  |
| Business (B1) (Trips per 100sqm)                | 1.534               | 0.159 | 1.693 | 0.168               | 1.296 | 1.464 |
| Storage or Distribution (B8) (Trips per 100sqm) | 0.074               | 0.059 | 0.133 | 0.044               | 0.092 | 0.136 |

The trip rates used have also been reviewed against trip rates used within the transport assessments undertaken for Land North of Rectory Lane (Ashington), West of Southwater (first phase) and Land South of Marringdean Road, Billingshurst and the trip rates are shown to be consistent. The derivation of trip rates is included within Appendix B.

## 2.2.3 NTEM

In addition, background growth assumptions have been applied to neighbouring authorities through growth rates; these growth rates are derived from national assumptions about background growth in travel demand, provided by the DfT through the National Trip End Model (NTEM) dataset and extracted using the DfT TEMPro software. This dataset provides growth rates for any given year, based on housing growth, increases in job numbers and demographic changes at a District/Borough level and is a recognised source of data for the purposes of producing forecast transport models of this nature. In essence, any known committed developments, plus adopted Local Plan developments are included in



## Horsham Reference Case Modelling Update

### 2 Modelling Approach

neighbouring authorities. The growth is then compared to NTEM, within these areas and any additional growth then added on top, such that the growth matches that included within NTEM.

Adjusted NTEM Background growth rates are applied on top of committed developments in neighbouring authority areas. The adjusted NTEM background growth rates take into consideration projected NTEM growth rates for the forecast year of 2040 and subtract growth already applied through individual committed sites input within the model forecasts, so that the entire growth within neighbouring authorities matches with NTEM forecast figures.

Within Horsham, NTEM growth assumptions are not used. The exemption of any NTEM background growth within Horsham is due to NTEM assumptions being superseded by the greater detailed understanding of the districts committed developments and the function of the Local Plan to deliver forecast housing and employment in comparison to assumptions from growth assumptions derived from NTEM.

The adjusted NTEM rates noted within Table 2 applies to neighbouring authorities where committed developments have been applied, as such the adjustment takes into consideration the specific committed development forming part of the projected NTEM growth totals and is adjusted in order to balance and constrain total growth within a Local Authority to projected NTEM forecasts. Commitments have been included where data was available from neighbouring authorities and they are deemed to have an impact on traffic within the study area. This does not apply within Horsham as stated above, forecast growth is covered through the Local Plan Development and windfall allocations.

Table 2: NTEM Dwellings Forecast Adjustment

| Authority  | NTEM 2025 | Projected NTEM Growth | Total (Dwellings) | Adjust/Not Adjust NTEM | Adjusted NTEM |
|------------|-----------|-----------------------|-------------------|------------------------|---------------|
| Adur       | 28789     | 1559                  | -                 | No Adjustment          | 30348         |
| Arun       | 74598     | 8343                  | 5035              | Adjust                 | 77906         |
| Chichester | 55326     | 4747                  | -                 | No Adjustment          | 60073         |
| Crawley    | 46076     | 2489                  | 2255              | Adjust                 | 46310         |
| Horsham    | 63248     | 6969                  | -                 | Not Applied            | 70217         |
| Mid Sussex | 64909     | 5870                  | 6310              | Adjust                 | 64909         |
| Worthing   | 50520     | 3244                  | -                 | No Adjustment          | 53764         |





## 3 Model Outputs and Analysis

### 3.1 Model Run Scenarios

Model run scenarios have been developed to represent forecast travel conditions in the 2040 Reference Case. The model has been run for both the AM peak hour (08:00–09:00) and PM peak hour (17:00–18:00), capturing the periods of highest network demand.

These time periods provide a robust basis for assessing network performance under peak stress conditions and form the basis for subsequent analysis of flows and junction capacity.

### 3.2 Matrix Comparison

A matrix comparison has been undertaken to assess changes in travel demand between the 2019 validated Base Model, 2025 Proxy Base Model and the 2040 Reference Case. The outputs are shown in Table 2 and 3.

This comparison highlights variations in trip patterns, including changes in trip distribution and overall demand growth across the network. The results provide an understanding of how committed development and background growth influence travel demand in the forecast year.

Table 3: Matrix Comparison AM

| User Class   | 2019 AM      | 2025 AM      | %Diff      | 2040 AM       | % Diff     |
|--------------|--------------|--------------|------------|---------------|------------|
| Commute      | 31281.75     | 31093.41     | -1%        | 37159.9       | 19%        |
| Other        | 36626.27     | 36322.77     | -1%        | 44934.42      | 23%        |
| Business     | 11733.58     | 11637.63     | -1%        | 14200.47      | 21%        |
| LGV          | 9655.86      | 9593.73      | -1%        | 12329.99      | 28%        |
| HGV          | 3874.74      | 3870.94      | 0%         | 5496.07       | 42%        |
| <b>Total</b> | <b>93172</b> | <b>92518</b> | <b>-1%</b> | <b>114121</b> | <b>22%</b> |

Table 4: Matrix Comparison PM

| User Class   | 2019 PM      | 2025 PM      | %Diff      | 2040 PM       | %Diff      |
|--------------|--------------|--------------|------------|---------------|------------|
| Commute      | 29726.79     | 27645.91     | -7%        | 35319.04      | 19%        |
| Other        | 53649.5      | 49894.04     | -7%        | 58802.93      | 10%        |
| Business     | 6150.61      | 5720.07      | -7%        | 7765.32       | 26%        |
| LGV          | 8202.88      | 7628.68      | -7%        | 9961.19       | 21%        |
| HGV          | 2035.63      | 1893.14      | -7%        | 3197.98       | 57%        |
| <b>Total</b> | <b>99765</b> | <b>92782</b> | <b>-7%</b> | <b>115046</b> | <b>15%</b> |

The matrix comparison indicates that demand in the 2025 Proxy Base Model is broadly aligned with the 2019 Base Model, with a slight reduction in total trips (approximately -1% in the AM peak and -7% in the PM peak), reflecting adjustments to better represent observed travel conditions.

The 2040 Reference Case shows a notable increase in demand across all user classes, with total trips increasing by approximately 22% in the AM peak and 15% in the PM peak compared to 2025. This level of growth is broadly consistent with national forecasts set out in the Department for Transport's (DfT)



National Trip End Model (NTEM), which projects increases in travel demand driven by population growth, economic activity, and car ownership

Higher growth in LGV and HGV trips reflects the scale of the committed developments demonstrating higher forecasts. Overall, the forecast matrices are considered to be aligned with DfT-compliant growth assumptions and provide a robust basis for future year assessment.

### 3.3 Model Convergence

The convergence statistics are shown in Table 5 and Table 6 for the AM and PM peaks respectively. The level of convergence meets the DfT requirements.

Table 5: AM Convergence Statistics

| Iteration | % Gap/Delta | % Flow | %Cost Delays |
|-----------|-------------|--------|--------------|
| 31        | 0.0075      | 99.1   | 99.6         |
| 32        | 0.0080      | 99.5   | 99.5         |
| 33        | 0.0080      | 99.5   | 99.5         |
| 34        | 0.0078      | 99.4   | 99.4         |

Table 6: PM Convergence Statistics

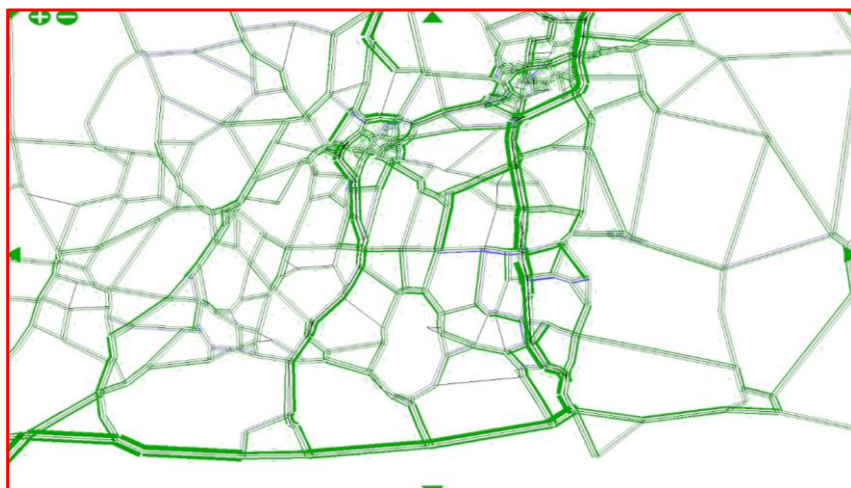
| Iteration | % Gap/Delta | % Flow | %Cost Delays |
|-----------|-------------|--------|--------------|
| 29        | 0.012       | 98.7   | 99.1         |
| 30        | 0.016       | 98.7   | 99.0         |
| 31        | 0.011       | 98.8   | 99.2         |
| 32        | 0.015       | 99.0   | 99.1         |

### 3.4 Flow Difference Assessment

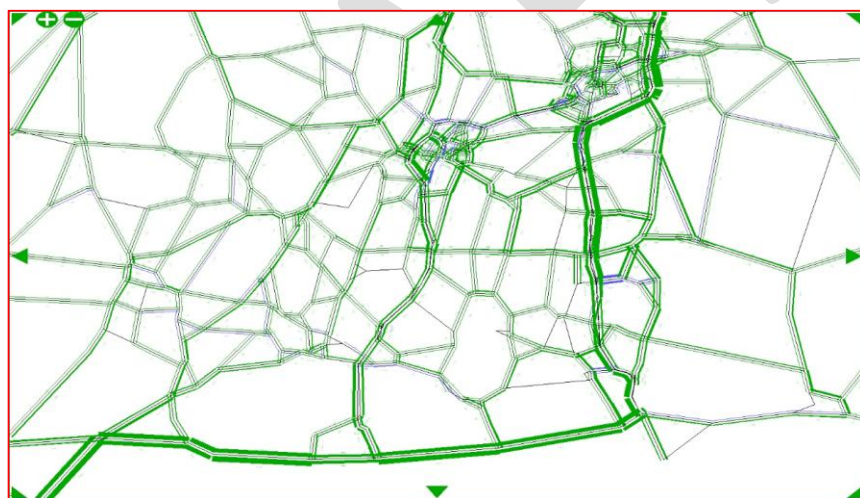
Figure 1 and Figure 2 illustrate the impact of the 2040 Reference Case schemes with the 2025 Proxy Base as reference. The flow difference assessment indicates that there are generally increases in traffic flows across the network in the 2040 Reference Case compared to the 2025 Proxy Base Model. These increases are widespread and reflect the overall growth in travel demand associated with committed development and background growth.

Higher flow increases are typically observed along key corridors and routes connecting areas of planned growth, as well as on parts of the strategic highway network. Overall, the results demonstrate a general intensification of network usage in the forecast year.





*Figure 1: 2040 Reference Case minus 2025 Base AM*



*Figure 2: 2040 Reference Case minus 2025 Base PM*

### **3.5 Junction Capacity Assessment**

Junction capacity has been assessed using Volume-to-Capacity (V/C) ratios, with any individual turning movement exceeding a V/C of 100% considered to be operating over capacity. A V/C ratio above 100% indicates that demand exceeds the theoretical capacity of the junction for that movement, resulting in

## Horsham Reference Case Modelling Update

### 3 Model Outputs and Analysis

increased delay, queuing, and reduced network performance during peak periods. Figure 3 and Figure 4 show the junctions that are overcapacity within the 2040 Reference Case model.

The assessment identifies a number of overcapacity junctions across the study area in the 2040 Reference Case, with a clear pattern of stress along key strategic corridors. In particular, several junctions along the A23 corridor and its associated connections (including links to the A2300 and M23) are forecast to experience overcapacity conditions, especially during peak hours. Additionally, clusters of overcapacity movements are observed on the A24 and A264 corridors, as well as within parts of Horsham town centre.

This distribution of overcapacity junctions indicate that capacity constraints are most pronounced along key radial and strategic routes, where increased demand is concentrated. These findings highlight the importance of these corridors in accommodating future growth and identify locations where further investigation or mitigation may be required..

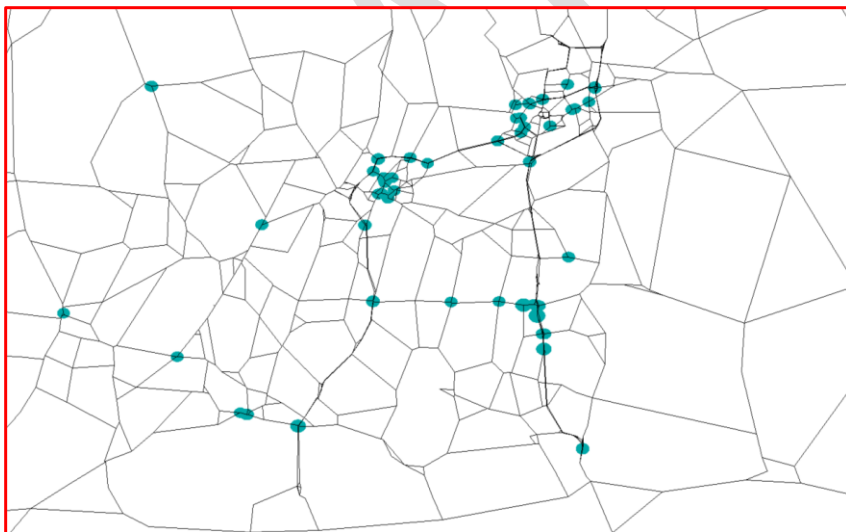
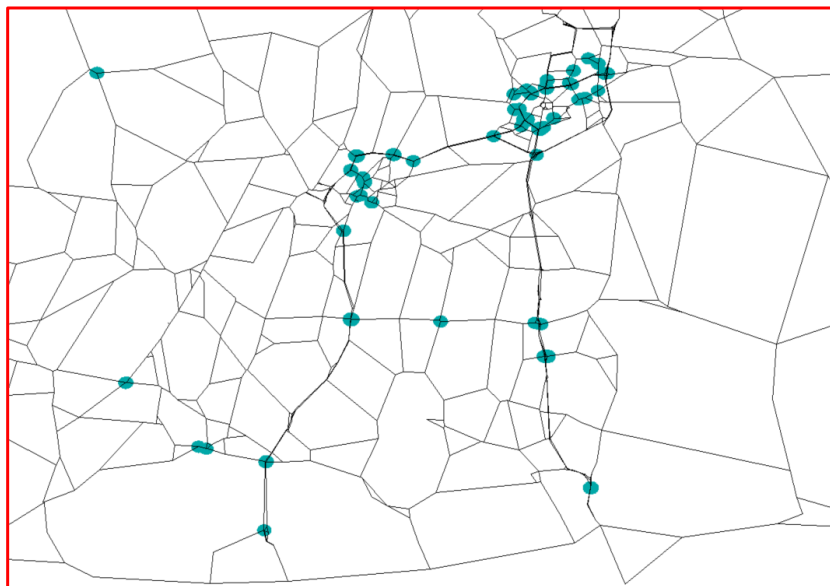


Figure 3: 2040 Overcapacity Junctions AM





*Figure 4: 2040 Overcapacity Junctions PM*

### **3.6 Next Steps**

The Reference Case model outputs will be used to compare against development scenarios at the next stage. The junctions identified within this report will be compared with results from the scenario tests to understand the impact of the development and locations where mitigation is likely to be required.

## **Appendices**

## Appendix A Traffic Data Review Technical Note



## Appendix B Committed Highway Schemes

| Committed Highway Schemes                                                                        | AM      | PM      |
|--------------------------------------------------------------------------------------------------|---------|---------|
| Speeds                                                                                           | Updated | Updated |
| Speed Flow Curves                                                                                | Updated | Updated |
| A24 Robin Hood Roundabout (Horsham)                                                              | Updated | Updated |
| A281 Newbridge Roundabout, Broadbridge Heath (Horsham)                                           | Updated | Updated |
| Horsham Enterprise Park Access (Horsham)                                                         | Updated | Updated |
| A23 / A2220 Cheals Roundabout (Crawley)                                                          | Updated | Updated |
| A29 / Brinsbury Fields access, Adversane (Horsham)                                               | Updated | Updated |
| New Road, East Billingshurst (Horsham)                                                           | Updated | Updated |
| North Horsham Development Committed Infrastructure (Horsham)                                     | Updated | Updated |
| A2011 Crawley Avenue / A2004 Northgate Avenue / Hazelwick Avenue Proposed Improvements (Crawley) | Updated | Updated |
| Ifield Avenue / Ifield Drive (Crawley)                                                           | Updated | Updated |
| M23 Smart Motorway                                                                               | Updated | Updated |
| M23 J11 improvements (Crawley)                                                                   | Updated | Updated |
| A264 / Calvert Link, Kilnwood Vale Main Access (Crawley)                                         | Updated | Updated |
| A2300 Dualling (Mid Sussex)                                                                      | Updated | Updated |
| A264 Copthorne Way roundabout development access (Mid Sussex)                                    | Updated | Updated |
| B2114 Brighton Road Pease Pottage (Mid Sussex)                                                   | Updated | Updated |
| Access improvements at A2037 Henfield Road                                                       | Updated | Updated |
| A283/B2135/Horsham Road, Steyning                                                                | Updated | Updated |
| A23 Bolney Slip Rd / A272 Cowfold Road Improvements (Mid Sussex)                                 | Updated | Updated |





## Appendix C Development included in Reference Case

| District | Development                                                                                        |             |
|----------|----------------------------------------------------------------------------------------------------|-------------|
| Horsham  | Land North of Horsham - RM Area 1                                                                  | Residential |
| Horsham  | Land North of Horsham RM Area 2                                                                    | Residential |
| Horsham  | Land North of Horsham RM Area 7                                                                    | Residential |
| Horsham  | Highwood, Land East A24 Worthing Road Southern Site Phase 1                                        | Residential |
| Horsham  | Highwood, Land East A24 Worthing Road Southern Site Phase 2                                        | Residential |
| Horsham  | Land West of Southwater (Broadacres) Phases 3.2 & 4                                                | Residential |
| Horsham  | Kilnwood Vale Phase 3 D, E, F, G                                                                   | Residential |
| Horsham  | Kilnwood Vale Neighbourhood Centre                                                                 | Residential |
| Horsham  | Kilnwood Vale Sub Phase 3H                                                                         | Residential |
| Horsham  | Land at Wellcross Farm Broadbridge Heath Phases 2 & 3                                              | Residential |
| Horsham  | St Marks Court Chart Way Horsham                                                                   | Residential |
| Horsham  | Millfields Farm, Horsham Road, Rusper                                                              | Residential |
| Horsham  | Sussexdown Washington Road Storrington                                                             | Residential |
| Horsham  | Roundstone Park, Worthing Road Southwater                                                          | Residential |
| Horsham  | The Copse, Worthing Road Southwater                                                                | Residential |
| Horsham  | Old Clayton Boarding Kennels, Storrington                                                          | Residential |
| Horsham  | Rascals Farm Shipley Road Southwater                                                               | Residential |
| Horsham  | Land at Duckmoor, Billingshurst                                                                    | Residential |
| Horsham  | Land North of Downsview Avenue, Storrington                                                        | Residential |
| Horsham  | Field West of Cowfold, North of A272                                                               | Residential |
| Horsham  | Fields West of Cowfold, South of A272/Field West of Cowfold, South of A272, West of Little Potters | Residential |
| Horsham  | Land at Brook Hill                                                                                 | Residential |
| Horsham  | Land at Glayde Farm, West of Church Lane                                                           | Residential |
| Horsham  | Chanctonbury Nurseries, Ashington                                                                  | Residential |
| Horsham  | Land at Sumners Ponds, Barns Green                                                                 | Residential |
| Horsham  | Land North of Horsham RM Area 10                                                                   | Residential |
| Horsham  | Land North of Horsham - All other phases                                                           | Residential |
| Horsham  | Land North of Horsham - HDLP allocations                                                           | Residential |
| Horsham  | Land West of Southwater (Broadacres) Phase 5                                                       | Residential |
| Horsham  | Kilnwood Vale Sub Phase 6B                                                                         | Residential |
| Horsham  | Kilnwood Vale - Phase 4                                                                            | Residential |
| Horsham  | Kilnwood Vale Phase 5                                                                              | Residential |
| Horsham  | Horsham Golf Park                                                                                  | Residential |
| Horsham  | Woodfords Shipley Road Southwater                                                                  | Residential |
| Horsham  | Former Novartis Site, Horsham Phase 1 & 2                                                          | Residential |
| Horsham  | Former Novartis Site, Horsham Phase 3                                                              | Residential |
| Horsham  | Land at New Place Farm, Pulborough                                                                 | Residential |



**Horsham Reference Case Modelling Update**  
**Appendix C Development included in Reference Case**

|         |                                                                               |             |
|---------|-------------------------------------------------------------------------------|-------------|
| Horsham | Hilland House, New Road, Billingshurst                                        | Residential |
| Horsham | Land to the north of Melton Drive                                             | Residential |
| Horsham | Greendene, Stane Street Codmore Hill                                          | Residential |
| Horsham | Land at Campsfield, Linfield Close                                            | Residential |
| Horsham | Land at 508967 124469, Marringdean Road, Billingshurst                        | Residential |
| Horsham | Land West of Ashington School, Ashington                                      | Residential |
| Horsham | A- Land North of Parsonage Farm, Henfield                                     | Residential |
| Horsham | East of Hayes Lane, Slinfold                                                  | Residential |
| Horsham | Ravenscroft Allotment Site, Storrington                                       | Residential |
| Horsham | Thakeham Tiles, Rock Road Storrington                                         | Residential |
| Horsham | Land East of Pound Lane Upper Beeding                                         | Residential |
| Horsham | North of Freeman Road, Warnham                                                | Residential |
| Horsham | Land east of Mousdell Close                                                   | Residential |
| Horsham | South of Lower Broadbridge Farm                                               | Residential |
| Horsham | Land at Sandgate Nurseries                                                    | Residential |
| Horsham | Land North of the Rosary (West of Church Road)                                | Residential |
| Horsham | Land North of the Rise                                                        | Residential |
| Horsham | Land at Dunstons Farm                                                         | Residential |
| Horsham | Land west of Shoreham Road                                                    | Residential |
| Horsham | Land at Glebe Farm                                                            | Residential |
| Horsham | Land at New Place Farm Pulborough West Sussex                                 | Residential |
| Horsham | Chanctonbury Nurseries Rectory Lane Ashington Pulborough West Sussex RH20 3AS | Residential |
| Horsham | Land at Sumners Ponds Chapel Road Barns Green West Sussex                     | Residential |
| Horsham | Wellcross Farm Five Oaks Road Slinfold West Sussex                            | Residential |
| Horsham | Roundstone Park Worthing Road Southwater West Sussex                          | Residential |
| Horsham | Woodfords Shipley Road Southwater                                             | Residential |
| Horsham | St Marks Court Chart Way Horsham <DO NOT DOUBLE COUNT                         | Residential |
| Horsham | Old Clayton Boarding Kennels Storrington Road Washington                      | Residential |
| Horsham | Land at Duckmoor Farm, Reserved Matters                                       | Residential |
| Horsham | Land North of Glebe Farm Steyning                                             | Residential |
| Horsham | Land at Brook Hill Cowfold                                                    | Residential |
| Horsham | The Copse Worthing Road                                                       | Residential |
| Horsham | Hilland House New Road Billingshurst <DO NOT DOUBLE COUNT                     | Residential |
| Horsham | Horsham Golf Park Denne Park Horsham                                          | Residential |
| Horsham | Land Opposite Brick Kiln Close Handcross Road Plummers Plain                  | Residential |
| Horsham | Land North of Shermanbury Road Partridge Green RH13 8EU                       | Residential |
| Horsham | Land North of Little Potters Potters Green Station Road Cowfold               | Residential |
| Horsham | Windacres Farm Rudgwick                                                       | Employment  |
| Horsham | Swan Walk Shopping Centre                                                     | Employment  |
| Horsham | Piries Place                                                                  | Employment  |
| Horsham | Bishops Weald House                                                           | Employment  |



**Horsham Reference Case Modelling Update**  
Appendix C **Development included in Reference Case**

|         |                                                                       |             |
|---------|-----------------------------------------------------------------------|-------------|
| Horsham | Broomers Hill Park                                                    | Employment  |
| Horsham | Dial Post Park                                                        | Employment  |
| Horsham | Nowhurst Business Park                                                | Employment  |
| Horsham | Ex Arun Feed Mills                                                    | Employment  |
| Horsham | Land to the North of Thornhill Court                                  | Employment  |
| Horsham | Abingworth Nurseries                                                  | Employment  |
| Horsham | Brinsbury Fields                                                      | Employment  |
| Horsham | Land at Brinsbury Fields                                              | Employment  |
| Horsham | Dawes Farm                                                            | Employment  |
| Horsham | Parsonage Way                                                         | Employment  |
| Horsham | Kilnwood Vale                                                         | Employment  |
| Horsham | Strategic Location West of Horsham                                    | Employment  |
| Horsham | Wealden Brickworks, Langhurstwood Road                                | Employment  |
| Horsham | Wealden Brickworks units 1-5 Langhurstwood Road                       | Employment  |
| Horsham | Wealden Brickworks Langhurstwood Road North Horsham                   | Employment  |
| Horsham | Land North of Horsham                                                 | Employment  |
| Horsham | Hilland Farm                                                          | Employment  |
| Horsham | Senlac                                                                | Employment  |
| Horsham | Land at Sumners Ponds                                                 | Employment  |
| Horsham | Smithers Farm                                                         | Employment  |
| Horsham | Land at 511449 130746                                                 | Employment  |
| Horsham | Orchard Farm                                                          | Employment  |
| Horsham | Sony Dadc Uk Limited Southwater Business Park                         | Employment  |
| Horsham | RSPCA Headquarters Oakhurst Business Park                             | Employment  |
| Horsham | Butlers Ghyll Farm                                                    | Employment  |
| Horsham | Firland Park Estate                                                   | Employment  |
| Horsham | Land North & East of Hilland Farm/Billingshurst Business Park & South | Employment  |
| Horsham | Land at Platts Roundabout                                             | Employment  |
| Horsham | Sainsburys Crawley Road Horsham                                       | Employment  |
| Crawley | Forge Wood Phase 4B                                                   | Residential |



**Horsham Reference Case Modelling Update**  
**Appendix C Development included in Reference Case**

|            |                                                                                   |             |
|------------|-----------------------------------------------------------------------------------|-------------|
| Crawley    | Forge Wood Phase 1B                                                               | Residential |
| Crawley    | Land to the Southeast of Heathy Farm, Balcombe Road                               | Residential |
| Crawley    | Land Adj Desmond Anderson                                                         | Residential |
| Crawley    | Crawley College                                                                   | Residential |
| Crawley    | Crawley Station & Car Parks                                                       | Residential |
| Crawley    | Telford Place / Haslett Avenue                                                    | Residential |
| Crawley    | Land N of the Boulevard                                                           | Residential |
| Crawley    | MOKA, Station Way                                                                 | Residential |
| Mid Sussex | Broad location to the West of Burgess Hill                                        | Residential |
| Mid Sussex | Crabbet Park, Old Hollow, Near Crawley                                            | Residential |
| Mid Sussex | Land south of Reeds Lane, Albourne                                                | Residential |
| Mid Sussex | Land at Coombe Farm, London Road, Sayers Common                                   | Residential |
| Mid Sussex | Land to the west of Kings Business Centre, Reeds Lane, Sayers Common              | Residential |
| Mid Sussex | Land to South of LVS Hassocks, London Road, Sayers Common                         | Residential |
| Mid Sussex | Burgess Hill Station                                                              | Residential |
| Mid Sussex | Orchards Shopping Centre                                                          | Residential |
| Mid Sussex | Land to west of Turners Hill Road, Crawley Down                                   | Residential |
| Mid Sussex | Land east of Foxhole Lane                                                         | Residential |
| Arun       | Land West of Lidsey Road (A29) Lidsey                                             | Residential |
| Arun       | Land North of Water Lane Angmering                                                | Residential |
| Arun       | Rustington Golf Centre Golfers Lane Angmering                                     | Residential |
| Arun       | Barnham/Eastergate/Westergate - Woodgate Centre Oak Tree Lane Woodgate            | Residential |
| Arun       | Land south of Barnham Station Barnham                                             | Residential |
| Arun       | West of Bersted - Nursery Fields Land to the North of Chalcraft Lane West Bersted | Residential |
| Arun       | Land West of Church Lane & South of Horsemere Green Lane Climping                 | Residential |
| Arun       | Land at Ford Airfield Ford                                                        | Residential |
| Arun       | Land north of Toddington Lane Littlehampton                                       | Residential |
| Arun       | Phase 5 Hampton Park Toddington Lane Littlehampton                                | Residential |
| Arun       | Land west of Bridge Road Roundabout Littlehampton                                 | Residential |
| Arun       | Land north of Hook Lane Pagham                                                    | Residential |
| Arun       | Land North of Sefter Road & 80 Rose Green Road Pagham                             | Residential |
| Arun       | Land South of Summer Lane & West of Pagham Road Pagham                            | Residential |
| Arun       | Land West of Pagham Road Pagham                                                   | Residential |
| Arun       | Land west of Tye Lane Walberton                                                   | Residential |



**Horsham Reference Case Modelling Update**  
**Appendix C Development included in Reference Case**

|      |                                             |             |
|------|---------------------------------------------|-------------|
| Arun | Land east of Drove Lane Yapton (North West) | Residential |
| Arun | Land West of Bilsham Road Yapton            | Residential |



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Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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