APPENDIX 12.1: ACOUSTIC TERMINOLOGY

Appendix 12.1
Acoustic Terminology

Acoustic Terminology

Table 12.1 defines the acoustic terminology used in the Noise and Vibration assessment.

Table 12.1: Acoustic Terminology

Term	Definition
Noise	Noise is often described as unwanted sound and relates to subjective perception of sound by people. Sound or sound level by contrast is an objective value measured by a sound level meter. However, noise and sound are often used alternatively.
Vibration	The periodic movements of structures transferred by ground and parts of the building, due to events such as train pass-by, piling, blasting or use of heavy machinery.
dB Scale	The dB or decibel is one tenth (deci) of a Bel and is written as dB. The Bel is a logarithmic scale that expresses a ratio of sound intensity or sound power against a reference value. The Bel in practice is too large a unit to use so the deciBel has become the standard unit.
Sound Pressure Level, dB	Sound pressure level (SPL) is a measure of the sound level at any given point from a single source or a range of sources. Expressed as dB, the reference sound pressure level is considered to be the threshold of hearing in healthy adults. Therefore, a sound pressure level of 0 dB, where the measured level is the same as the reference level, is not absolute silence but the point where sound is just audible.
A-weighting, dBA	The human ear does not experience the frequency content of sound equally. It naturally applies a weighting to the spectrum. The sensitivity of the ear at low and high frequencies is reduced while slightly boosted at mid frequencies. The 'A' weighting is a filter curve which follows the natural weighting of the human ear and can be applied to the measured input signal in a sound level meter. The 'A' weighted signal is accepted to correlate well to what the human ear actually hears. A bass loudspeaker for example may have a measured sound pressure level of 100 dB but a measured sound pressure level of 75 dBA due to the weighting at low frequencies.
Time Response	The slow (S) or fast (F) response of the sound level meter, or sound detection properties of the human ear, relate to the sensitivity or time duration with which sudden changes of sound pressure level can be registered fully. Slow time response is sound level detection within 1 second (s) and slow time response is sound level detection within 0.125 s.
Equivalent Sound Pressure Level, dB $L_{eq,T}$ or Ambient Noise Level	The equivalent continuous sound pressure level measured over a specified time period is the noise level that would be measured from a hypothetical non-fluctuating steady source with the same energy output as the real-world fluctuating measurement over the same time period, or the average noise level as measured over the specified time period. The time period is usually stated as part of the descriptor e.g. $L_{eq,5min}$ or can be reported as the measurement duration. Where the $L_{eq,T}$ level is A-weighted then the result will be written as $L_{Aeq,T}$.

Term	Definition
Statistical Sound Pressure Level, dB L_n	The application of statistical analysis to time varying noise levels can result in some very useful statistical parameters. The most common descriptors in use are L_{10} and L_{90}. The L_{10} noise level is the highest measured noise level exceeded for 10 % of the measurement period. Likewise, the L_{90} is the highest noise level exceeded for 90 % of the measurement period. The L_{10} is recognised as a good descriptor of road traffic noise. L_{90} is recognised as a good descriptor of background sound levels and is commonly used in the assessment of sound of an industrial or commercial nature.
Maximum Sound Pressure Level, dB L_{AFmax}	The maximum sound pressure level with A-weighted frequency response and Fast time response.
Specific Level $L_{Aeq,T}$	The equivalent continuous 'A' weighted sound pressure level at the assessment location of the sound source under consideration, over a given time interval, T
Rating Level, dB $L_{Ar,T}$	To BS 4142:2014+A1:2019, the rating level is defined as the equivalent continuous A-weighted sound pressure level produced by the specific sound source over a given reference time interval, Tr plus any adjustment for the characteristic features of the sound (tonality, impulsivity, etc.).
Basic Noise Level (BNL)	The Basic Noise Level is the road traffic noise at a reference distance of 10 m from the road edge, expressed in terms of the L_{A10} statistical level (18-hour or 1-hour), and calculated according by Calculation of Road Traffic Noise (CRTN) based on the traffic flow.
Peak Particle Velocity (PPV)	PPV is the instantaneous maximum velocity reached by a vibrating element as it oscillates about its rest position. Usually stated in terms of velocity, mm/s.
R_w	Weighted Sound Reduction Index (R_w) a single number quantity which characterises the airborne sound insulation of a material or building element over a range of frequencies, based on laboratory measurements.
AAWT	Annual Average Weekday Traffic is the total number of vehicles annually (on Monday – Fridays) divided by the total number of weekdays in this period.
NSR	A Noise Sensitive Receptor is any receptor that is classed as being sensitive to noise sources, (residential properties, churches, music studios etc.)
HGV	Heavy Goods Vehicles
DM	Do Minimum
DMOY	Do Minimum Opening Year
DMFY	Do Minimum Future Year
DS	Do Something
DSOY	Do Something Opening Year
DSFY	Do Something Future Year

APPENDIX 12.2: POLICY, GUIDANCE AND LEGISLATION

Appendix 12.2
Policy, Legislation and Guidance

1. Legislation, Policy and Guidance

1.1 Legislation

1.1.1 Control of Pollution Act, 1974

Sections 60 and 61 of the Control of Pollution Act 1974 [1], Part III give the local authority powers for controlling noise arising from construction and demolition works, regardless of whether a statutory nuisance has been caused or is likely to be caused. These powers may be exercised either before works start or after they have started.

1.1.2 Environmental Protection Act, 1990

Section 79 of the Environmental Protection Act 1990[2] (as amended) declares several items as statutory nuisances. Under the Environmental Protection Act, the local authority is required to periodically inspect its area to detect any nuisance and, where a complaint of a statutory nuisance is made by a person living within its area, to take such steps as are reasonably practicable to investigate the complaint. If a statutory nuisance exists, the local authority is obliged to serve an abatement notice.

1.2 Policy

1.1.3 National Planning Policy Framework, 2024

For commercial development, no specific noise criteria are set out in the National Planning Policy Framework (NPPF)[3] or in the Noise Policy Statement for England (NPSE) 4 to which it refers. NPPF states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to, or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. NPPF states, as a document, it:

'sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.'

Paragraph 198 of the NPPF states that:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the Site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason…'

To achieve these aims, the NPPF refers to the explanatory note in the NPSE.

[1] Secretary of State, 1974. Control of Pollution Act, HMSO.
[2] Secretary of State, 1990. Environmental Protection Act 1990, The Stationary Office. Available: http://www.legislation.gov.uk/ukpga/1990/43/contents
[3] Ministry of Housing, Communities and Local Government, 2024. National Planning Policy Framework. London. HMSO.
[4] Department of Environment, Food and Rural Affairs, 2010. Noise Policy Statement for England.

1.1.4 Noise Policy Statement for England, 2010

The NPSE sets out the long-term vision of Government noise policy to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. The NPSE outlines the following three aims for the effective management and control of environmental, neighbour and neighbourhood noise:

- Avoid significant adverse impacts in health and quality of life;
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life.

The NPSE states:

'The application of the NPSE should mean that noise is properly taken into account at the appropriate time. In the past, the opportunity for the cost effective management of noise has often been missed because the noise implications of a particular policy, development or other activity have not been considered at an early enough stage.'

In relation to adverse effects, NPSE provides the following acronyms and definitions:

- **NOEL** – No Observed Effect Level. This is the level at which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
- **LOAEL** – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected.
- **SOAEL** – Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur.

Fixed noise level criteria for these effect levels are not provided within the policy documents but are expanded on in the Governments Planning Practice Guidance: Noise (PPG) [5].

1.1.5 Planning Practice Guidance: Noise, 2019

PPG is a web-based resource, which includes a section on noise. This resource provides guidance on how to determine the noise impact in terms of whether a significant adverse effect is likely to occur and/or whether a good standard of amenity can be achieved.

In line with the NPSE, PPG introduces the following concepts:

- Significant Observed Effect Level (**SOAEL**): This is the level of noise exposure above which significant adverse effects on health and quality of life occur.
- Lowest Observed Adverse Effect Level (**LOAEL**): This is the level of noise exposure above which adverse effects on health and quality of life can be detected.
- No Observed Adverse Effect Level (**NOAEL**): This is the level of noise exposure where noise can be heard, but does not cause any change in behaviour, attitude, or other physiological response.
- No Observed Effect Level (**NOEL**): This is the level of noise exposure below which no effect at all on health or quality of life can be detected.

The table below summarises the noise exposure hierarchy, based on the likely average response.

[5] Planning Practice Guidance; https://www.gov.uk/government/collections/planning-practice-guidance. Accessed 08 September 2022.

Table 1: PPG Noise Exposure Hierarchy

Perception	Examples of Outcome	Increasing Effect Level	Action
No Observed Effect Level (NOEL)			
Not noticeable	No effect	No Observed Effect	No specific measures required
No Observed Adverse Effect Level (NOAEL)			
Noticeable and not intrusive	Noise can be heard but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
Lowest Observed Adverse Effect Level (LOAEL)			
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Lowest Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level (SOAEL)			
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

1.1.6 Crawley Borough Local Plan 2023 – 2040, October 2024

The Crawley Local Plan provide an indication of the council's approach to the development of the town, including character, economic growth, housing, environment, infrastructure and Gatwick Airport. It provides the strategic planning policies for the borough.

The policy most relevant to the Proposed Develop with regard to noise is Policy EP4: Development and Noise.

The policy aims to protect people's quality of life from unacceptable noise impacts by managing the relationship between noise sensitive developments and noise sources. The policy consists of four main parts:

A. Noise Sensitive Development

Residential and other noise sensitive development will only be permitted where it can be demonstrated that users of the development will not be exposed to unacceptable noise impact from existing, temporary or future uses. In the case of development likely to experience noise or effects within the Significant Observed Adverse Effects Level, only when it is first proven that it is necessary to develop in that location having taken all circumstances into account will permission be considered.

Noise sensitive uses proposed in areas that are exposed to noise above the Lowest Observed Adverse Effect Level (LOAEL) or within the Significant Observed Adverse Effect Level (SOAEL) from existing or future industrial, commercial or transport (air, road, rail and mixed) sources will only be permitted where: in the case of effects within SOAEL there is no alternative; and in all cases it can be demonstrated good acoustic design has been considered early in the planning process, and that all appropriate mitigation, through careful planning, layout and design, will be undertaken to ensure that the noise impact for future users will be made acceptable. Noise sensitive uses proposed in areas that are exposed to noise at the Unacceptable Adverse Effect level will not be permitted.

For surface transport noise sources, the Unacceptable Adverse Effect Level is considered to occur where noise exposure is above 66dB $L_{Aeq,16hr}$ (57dB $L_{Aeq,8hr}$ at night). For aviation transport sources the Unacceptable Adverse Effect is considered to occur where noise exposure is above 60dB $L_{Aeq,16hr}$. (57dB $L_{Aeq,8hr}$ at night).

B. Noise Generating Development

Noise generating development will be permitted where it can be demonstrated that nearby noise sensitive uses (as existing or planned) will not be exposed to noise impact that will adversely affect the amenity of existing and future users. Proposals will adhere to standards identified in the Local Plan Noise Annex to establish if the proposal is acceptable in noise impact terms, and where required will, through good acoustic design, appropriately mitigate noise impacts through careful planning, layout and design. Noise Generating Development that would expose users of noise sensitive uses to Unacceptable Adverse Effect noise will not be permitted.

C. Noise Impact Assessment

A Noise Impact Assessment will be required to support applications where noise sensitive uses are likely to be exposed to significant or unacceptable noise exposure. The Noise Impact Assessment will:

i. assess the impact of the proposal as a noise receptor or generator as appropriate; and
ii. demonstrate in full how the development will be designed, located, and controlled to mitigate the impact of noise on health and quality of life, neighbouring properties, and the surrounding area.

In preparing a Noise Impact Assessment, applicants will adhere to Planning Noise Advice Document: Sussex (2023 or latest revision) and ProPG (Professional Practice Guidance on Planning & Noise for New Residential Developments) for further guidance. Where there is conflict between these documents and the Local Plan, the Local Plan documents take precedent.

D. Mitigating Noise Impact

Where proposals are identified as being in the Lowest Observed Adverse Effect Level (LOAEL) or the Significant Observed Adverse Effect Level (SOAEL) categories, either through noise exposure or generation, all reasonable mitigation measures must be employed to mitigate noise impacts to an acceptable level that is as low as is reasonably achievable. Appropriate mitigation must be delivered as part of the development to ensure that the impacts of existing or known potential future noise sources are acceptable on the use being applied for by the applicant.

In interpreting the categories for the purposes of Local Plan Policy EP4, noise exposure is considered to be acceptable where the internal noise climate achieves standards set in BS8233 or replacement guidance.

The Crawley Local Plan also provides a Noise Annex which draws upon evidence to provide policy context and establishes locally specific guidance through which the approach to Local Plan Policy EP4: Development and Noise should be applied.

The Noise Annex provides the LOAELs and SOAELs for noise sensitive developments affect by noise from transport sources. These are summarised below.

Table 2: Crawley Plan Noise Annex Table 1

Adverse Effect Level	Example of Outcomes	Daytime (07:00 – 23:00) Threshold	Night-time (23:00 – 07:00) Threshold
No Observed Adverse Effect Level (NOAEL)	**Present and not intrusive:** Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area, but not such that there is a change in the quality of life.	<51dB $L_{Aeq,16hour}$ <55dB L_{AFmax}	<40dB $L_{Aeq,8hour}$ <48dB L_{AFmax}
Lowest Observed Adverse Effect Level (LOAEL)	**Present and intrusive:** Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life	Surface Transport Between 51dB and 55dB $L_{Aeq,16hr}$ Aviation Transport 51dB to 54dB $L_{Aeq,16hr}$ All Transport Sources >=55dB L_{AFmax}	Surface Transport Between 40dB and 48dB $L_{Aeq,8hr}$ Aviation Transport 40dB to 48dB $L_{Aeq,18r}$ All Transport Sources >48dB L_{AFmax}
Significant Observed Adverse Effect Level (SOAEL)	**Present and disruptive:** The noise auses a material change in behaviour, attitude or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening, and difficulty getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Surface Transport Between 55dB and 66dB $L_{Aeq,16hr}$ Aviation Transport 54dB to 60dB $L_{Aeq,16hr}$ All Transport Sources 65dB to 82dB L_{AFmax}	All Transport Sources Between 48dB and 57dB $L_{Aeq,8hr}$ 60dB to 82dB L_{AFmax}
Unacceptable Adverse Effect	**Present and very disruptive** Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleepdeprivation/awakening, loss of appetite, significant medically definable harm, e.g. auditory and nonauditory.	Surface Transport Greater than 66dB $L_{Aeq,16hr}$ Aviation Transport Greater than 60dB $L_{Aeq,16hr}$ All Sources >82dB L_{AFmax}	All Sources Greater than 57dB $L_{Aeq,8hr}$ >82dB L_{AFmax}

The annex also states thatf or private amenity areas (private and communal gardens), the upper limit of noise exposure is considered to be 50dB $L_{Aeq,16hr}$,so that they can be enjoyed as intended. Where this is not possible to achieve despite implementing all reasonable mitigation measures, the standard can be relaxed by 5dB so that the sound level in private and communal gardens (including balconies) does not exceed 55dB $L_{Aeq,16hr}$. In very high noise areas where the less

stringent standard of 55dB $L_{Aeq,16hr}$ cannot reasonably be achieved, with careful design it should be achieved in some parts of the amenity space. In the case of balconies then the use of winter gardens must be considered.

Any development where an acceptable internal noise climate cannot be achieved with windows opened must employ all reasonable mitigating steps with regards to window and façade design to allow the dwelling to be ventilated naturally. Where this is not possible alternative natural forms of ventilation must be provided by use of acoustic louvres or ventilators of adequate size to effectively deal with the effects of summer over-heating without the necessity to open the windows. The need for ventilation as a result of overheating (giving rise to discomfort and health effects) shall be minimised in the design, layout and features of the building having regard to the cooling hierarchy in Policy SDC1: Sustainable Design and Construction.

If it can be clearly demonstrated that this cannot be achieved, then as a last resort, in exceptional circumstances, alternative mechanical ventilation may be acceptable. Any mechanical forms of ventilation must achieve an internal Noise Rating Curve of 25 (NR25) or lower.

With regard to noise sensitive developments, Where it is proposed to have a mixed-use development of residential and commercial units combined then there must be adequate sound insulation between the commercial and residential uses. In such circumstances, a minimum DnTW of 65dB would be required.

When assessing the noise impact using BS 4142 the Noise Rating level must be equivalent to the background (L_{A90}) level. BS4142 advises that there are locations where existing noise levels are high and might result in adverse impacts themselves. Therefore when existing noise levels exceed 50dB $L_{Aeq,1hr}$ during the day or 40dB $L_{Aeq,15mins}$ during the night the Noise Rating Level must be at least 3dB below the background (L_{A90}) level.

1.1.7 Horsham District Planning Framework, November 2015

The Horsham District Planning Framework (HDPF) is the overarching planning document for Horsham district outside the South Downs National Park (SDNP). The document sets out the vision, objectives and strategy for the district over the coming years, and contains Strategic Policies and general planning polices which identify development locations to meet future housing, employment, retail and other needs in the district. It also sets out the framework for the protection and enhancement of the natural and built environment.

The policies relevant to the Proposed Development with regard to noise are as follows:

- Policy 24: Environmental Protection
- Policy 33: Development Principles

Neither policy contains quantitative noise limits or guidelines regarding noise but they do stress the important of avoiding adverse noise impact from new developments.

Both policies are designed to be read in conjunction with the Planning Noise Advisory Document for East and West Sussex.

1.1.8 Planning Noise Advisory Document: Sussex, November 2023

The Planning Noise Advisory Document (PNAD)[6] provides advice for developers and their consultants to assist in making a planning application in East and West Sussex having regard to noise.

[6] Chichester District Council, Planning Noise Advisory Document: Sussex, November 2023

Section 3 within the PNAD provides guidance on sound sources of an industrial and commercial nature. It provides criteria for such sound, Section 3.2.1 states:

'The rating level of the industrial or commercial sound source should, where practicable, achieve a level no greater than the representative background sound, when measured in accordance with BS 4142:2014 + A1: 2019'

Section 6 within the PNAD provides guidance on new noise sensitive developments, specifically residential. It provides assessment methodologies and design criteria that should be adopted when submitting planning applications for new residential developments.

It states that where it is proposed to have windows closed, in order to meet adequate internal noise levels, or where the Local Planning Authority consider that the proposed circumstances and plans could lead to potential overheating or inadequate amenity, an overheating assessment shall be conducted in accordance with Acoustics Ventilation and Overheating (AVO) Residential Design Guide (January 2020) and / or CIBSE's Design Methodology for the Assessment of Overheating Risk in Homes (TM59: 2017).

Section 7 covers noise from additional vehicle movements likely to be generated by new development (eg. New commercial and industrial sites, entertainment premises and large scale residential developments etc. on), and stand-alone transport schemes (eg. Traffic calming measures and new road, rail, port or airport developments). It states that the Department for Transport's Design Manula for Roads and Birdges noise criteria should be considered for transport assessments.

Annex 1 – Relevant Standards, provides additional noise guidance on all types of development. The relevant sections of this annex are replicated below in Table 3.

Table 3: PNAD: Sussex Annex 1

Development Category	Type of Development	Relevant Standards	Recommended noise thresholds at the most sensitive noise receptors
All types of development	This standard is relevant to all categories of noise assessment.	ISO 1996 Parts 1, 2 & 3	N/A
Construction Sites	All construction sites	BS5228-1:2009 + A1:2014 Noise BS5228-2:2009 + A1:2014 Vibration	When setting appropriate thresholds refer to Annex E for BS5228 -1 2009 + A1:2014 Noise and Table B1 for BS5228 -2 2009 + A1:2014 Vibration.
Industrial and commercial sites and plant	Factories, industrial premises, fixed installations, or sources of an industrial nature in commercial premises. This includes kennels and other forms of animal breeding and boarding establishments.	BS 4142:2014+A1:2019 BS 5228-2:2009+A1:2014 BS 6472-1:2008 BS 7385: Part 2 1993 BS 8233:2014 BR ADE DMRB (2020) EMAQ (2018) IOA and CEIH (2022) MC20 NANR45 NR Curves ProPG: (2023)	1. The rating level of plant, where practicable, shall be no greater that the existing background sound levels, when measured in accordance with BS 4142. 2. Where background sound levels are low, discussions shall be had with the LPA to agree an objective. 3. Apply the indoor ambient noise levels in Tables 4 and 6 of BS8233.

Table 3: PNAD: Sussex Annex 1

Development Category	Type of Development	Relevant Standards	Recommended noise thresholds at the most sensitive noise receptors
		WHO (2009) WHO (2018)	4 Apply the WHO 2009 Community Noise guidelines for outdoor amenity areas.
Residential development	New houses, extensions, flats, and house conversions that require planning permission.	BS8233:2014 WHO (2009) ProPG (2017) Building Regulations 2010 Approved Document E	1 Apply the indoor ambient noise levels in Tables 4 and 6 of BS8233. 2 Apply the WHO 2009 Community Noise guidelines for outdoor amenity areas.
Schools and residential care homes	New build, extensions or change of use that require planning permission.	BS8233:2014. WHO (2009). BS 4142:2014 + A1: 2019. ProPG (2017) BB93. IOA: Acoustics of Schools: A design guide, 2015.	For schools refer to BB93 and apply the IOA acoustics for schools guidance for external areas. For residential care homes apply the indoor ambient noise levels in Tables 4 and 6 of BS8233. Also apply the WHO 2009 Community Noise guidelines for outdoor amenity areas.
Transport	Road (new and improved roads) Rail	DMRB The Noise Insulation Regulations 1975 (as amended 1988) CRTN (1988) ProPG (2017) CRN	Apply the requirements of the Regulations and WHO's night noise guideline (NNG) of 40dB L_{night},outside.

Note that ISO 1996 (used for noise prediction models) was updated in 2024. However, the noise modelling undertaken for all operatinal assessments followed the methodology of CRTN and DMRB. Therefore, the results and conclusions of the assessments are not expected to change.

1.3 Guidance

1.1.9 BS 4142:2014 + A1:2019 'Methods for rating and assessing industrial and commercial sound'

BS 4142:2014+A1:2019 [7] (BS 4142) provides methods for rating industrial and commercial sound and methods for assessing resulting impacts upon people. The methods are applicable to fixed plant installations, sound from industrial and manufacturing processes and other associated activities.

The basis of BS 4142 is a comparison between the background noise level in the vicinity of the residential locations and the rating level of the noise source under consideration. The relevant parameters in this instance are as follows:

- Background sound level, $L_{A90,T}$ – defined in the standard as the 'A' weighted sound pressure level that is exceeded by the residual sound at the assessment location for 90% of a given time interval, T, and quoted to the nearest whole number of decibels.

[7] British Standards Institution, 2014. British Standard 4142:2014+ A1:2019: Method for Rating and Assessing Industrial and Commercial Sound. BSI.

- Specific sound level, $L_{Aeq,T}$ – the equivalent continuous 'A' weighted sound pressure level produced by the specific sound source at the assessment location over a given time interval, T.

- Rating level, $L_{Ar,Tr}$ – the specific sound level plus any adjustment made for the characteristic features of the noise.

Potential impacts are predicted from the difference between the representative background sound level at a noise sensitive receptor and the rating level from the noise source considered. The standard suggests the that greater the difference above the prevailing background sound level, the greater than magnitude of impact.

An initial estimate of the impact of the specific sound is determined from the difference between the background sound level and the rating level considering that:

- Typically, the greater the difference, the greater the magnitude of impact, and the lowest the rating level is relative to the background sound level, the less likely it is that the specific sound source will have an adverse impact.

- A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context.

- A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context.

Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.

In determining the significance of the impact, BS 4142 requires a consideration of the context of the assessment. The initial estimate of the impact can be modified due to the context to account for relevant site-specific information, include the absolute level of specific sound, the character and level of the residual sound, the sensitivity of the receptor and whether dwellings will already incorporate design measures that secure good internal and/or outdoor acoustic conditions.

1.1.10 BS 5228:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites parts 1 and 2'

BS 5228-1:2009+A1:2014[8] (BS 5228-1) gives recommendations for basic methods of noise and vibration control relating to construction work. It also provides guidance concerning methods of predicting and measuring noise and vibration and assessing their impacts on those exposed to it. The prediction method considers the noise emission levels of proposed plant, the separation distance between the source and the receiver, and the effect of the intervening topography and structures.

BS 5228-1:2009+A1:2014 (BS 5228-2) gives recommendations for basic methods of vibration control relating to construction and open sites where work activities/operations generate significant vibration.

The legislative background to vibration control is described and recommendations are given regarding procedures for the establishment of effective liaison between developers, site operators and local authorities. The standard also provides guidance on measuring vibration and assessing its effects on the environment.

[8] British Standards Institution, 2014. BS 5228:2009+A1:2014: Code of practice for noise and vibration control on construction and open sites. BSI.

1.1.11 BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings'

Guidance on the acceptable noise levels within residential and commercial buildings is given in British Standard BS 8233:2014[9]. The internal noise levels depend on the use of each room and the sensitivity to noise of the activities expected to be conducted in the rooms.

1.1.12 Calculation of Road Traffic Noise, 1998

Calculation of Road Traffic Noise[10] (CRTN) sets out standard procedures for calculating or measuring noise levels from road traffic. The calculation method uses several input variables, including traffic flow volume, average vehicle speed and percentage of heavy goods vehicles (HGVs), to predict the $L_{A10,18hour}$ or $L_{A10,1hour}$ noise level for any receptor point at a given distance from the road.

1.1.13 The Design Manual for Roads and Bridges, LA111, 2020

The Design Manual for Roads and Bridges, LA 111[11] (DMRB LA111) provides advice on the assessment of noise and vibration impacts due to road traffic, and associated construction works. The guidance provides a classification of magnitude of impacts related to changes in road traffic noise levels. The classification of changes in road traffic noise are provided for the short term (i.e. upon scheme opening) and for the long term (typically 15 years after scheme opening). Receptors typically acclimatise to road traffic noise over time, so that the magnitude of road traffic noise changes over the long-term are reduced.

1.1.14 The Design Manual for Roads and Bridges DMRB, LD 119, Roadside Environmental mitigation and enhancement, 2020

The Design Manual for Road and Bridges, LD 119[12] (DMRB LD119) is used to specify roadside environmental mitigation and enhancement measures, which are measures installed between the nearside carriageway edge and the boundary of land controlled, or planned to be controlled, by the Overseeing Organisation to reduce the impact of the highway on the surrounding environment in terms of:

1. Noise;
2. Landscape and,
3. Visual impact.

Road side environmental mitigation or enhancement measures may include:

1. Earth bunds constructed to mitigate noise, landscape and visual impact;
2. Visual screens; and/or
3. Noise barriers.

9 British Standards Institute, 2014. British Standard 8233: Guidance on sound insulation and noise reduction for buildings. BSI.

10 Department of Transport and the Welsh Office, 1988. Calculation of Road Traffic Noise. DoT & Welsh Office.

11 Highways England (now National Highways), May 2020. Design Manual for Roads and Bridges, LA111: Noise and Vibration (Version 2). HE.

12 Highways England (now National Highways), 2020. Design Manual for Roads and Bridges. LD119: Roadside Environmental Mitigation and Enhancement (Revision 0).

APPENDIX 12.3: BASELINE NOISE SURVEY

Appendix 12.3
Baseline Noise Survey

1. Methodology

A baseline noise survey was undertaken by Ramboll to quantify the prevailing environmental noise climate around the proposed development and at the closest existing noise-sensitive receptors.

The baseline noise survey comprised long-term unattended noise monitoring measuring continuously between Tuesday 28 June and Thursday 7 July 2022 at four locations and short-term daytime and night-time attended measurements undertaken at eight locations within the above survey period.

Measurement locations are shown in Figure 1. Unattended and attended measurement locations are denoted with prefixes LT and ST respectively.

The measurement locations were informed by the scoping report[1]. The report stated that the original proposed survey locations were indicative and may change slightly as a result of site-specific parameters (e.g. access, safety requirements, COVID-19 affects on background noise levels). Any deviations from the proposed locations are detailed in Table 1.

[1] Homes England,2020. West of Ifield EIA Scoping Opinion Request.

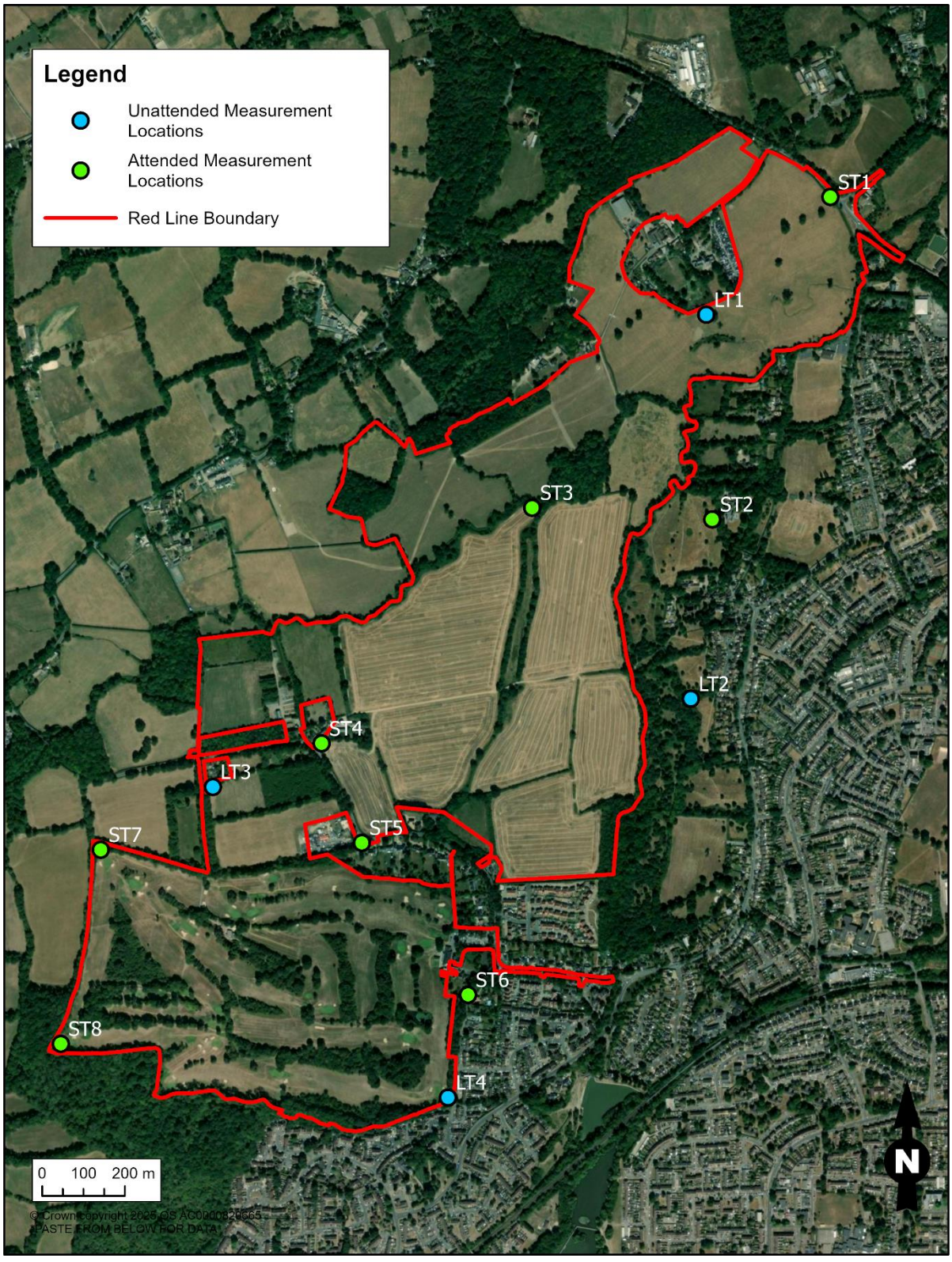

Figure 1: Measurement Locations

Table 1: Deviations in noise measurement locations from Scoping Report

Location	Deviation and reasoning
ST1	Position moved north onto Charlwood Road as there was no safe location to measure along Ifield Green.
ST2	Position moved south due to land access.
ST4	Position moved south due to land access.
ST5	Position moved west along Rusper Road as there was no safe location to measure at the proposed location.
ST6	Position moved East to Whitehall Drive due to land access during night-time hours.
ST8	Position moved west towards the corner of the golf club to avoid players.

All measurements were undertaken in accordance with BS 7445-1:2003[2]. Sound level meters were affixed to tripods ensuring microphones were at an approximate height of 1.5m above ground and 3m from any vertical reflective surface. Therefore, all measurements are considered representative of free-field conditions at the measurement location.

2. Equipment

The survey employed the noise measurement equipment presented in Table 2.

Table 2: Noise measurement equipment

Equipment Type	Model Number	Serial Number	Measurement Location ID(s)
Sound Level Meter Microphone	01 dB FUSION Microphone	12075	LT1
Sound Level Meter Microphone	01 dB FUSION Microphone	14152	LT2
Sound Level Meter Microphone	01 dB FUSION Microphone	11893	LT3
Sound Level Meter Microphone	01 dB FUSION Microphone	11891	LT4
Acoustic Field Calibrator	Cirrus Research CR:515	96168	LT1 – LT4
Sound Level Meter	Norsonic NOR140	1406951	ST1- ST8
Microphone	Norsonic 1225	285522	
Acoustic Field Calibrator	Norsonic Type 1251	34964	
Sound Level Meter	NTi Audio XL2-TA	A2A-09209-E0	
Microphone	NTi Audio MC230	8072	
Acoustic Field Calibrator	Precision CAL200	16089	

All equipment was calibrated with a field calibrator before and after the measurement. No significant drifts in calibration were observed.

All equipment owned or hired by Ramboll is subject to regular calibration checks traceable to national standards. Copies of calibration certificates are available on request.

[2] British Standards Institute, 2003. BS 7445-1:2003 Description and measurement of environmental noise – Part 1: Guide to quantities and procedures.

3. Weather

Weather conditions were observed to be suitable for measurement during the installation and collection of unattended equipment, and during all attended measurements.

Publicly available historic weather data from Gatwick Airport data, published on Weather Underground, confirmed that meteorological conditions throughout the survey period were suitable for measurement. A summary of the conditions throughout the survey period are presented in Table 3.

Table 3: Summary of weather conditions

Date	Average air temperature, °C	Average wind speed, m/s	Precipitation accumulation, mm
Tues 28 June 2022	15.7	3.3	0
Wed 29 June 2022	15.9	3.1	0
Thurs 30 June 2022	14.9	2.9	0
Fri 01 July 2022	15.5	4.2	0
Sat 02 July 2022	16.7	4.4	0
Sun 03 July 2022	16.8	3.1	0
Mon 04 July 2022	17.1	3.2	0
Tues 05 July 2022	17.2	3.3	0
Wed 06 July 2022	18.7	3.8	0
Thurs 07 July 2022	19.2	3.8	0

The wind direction was predominantly due southwest during the survey period.

4. Observations

Table 4 presents observations of the noise climate at each measurement location.

Table 4: Noise climate observations

Location	Period	Noise Climate
LT1	Daytime	Livestock (cows) in field and aircraft noise.
	Night-time	Occasional aircraft noise and gentle rustling of trees and birdsong.
LT2	Daytime	Distant road traffic noise from Rusper Road and aircraft noise.
	Night-time	Occasional aircraft noise.
LT3	Daytime	Road traffic noise from Rusper Road and aircraft noise.
	Night-time	Occasional aircraft noise.
LT4	Daytime	Golf course users, distant road traffic noise and aircraft
	Night-time	Occasional aircraft noise.
ST1	Daytime	Road traffic noise from Charlwood Road. Aircraft are just audible during breaks in traffic.
	Night-time	Occasional road traffic noise. Aircraft taking off are clearly audible. Aircraft landing not audible.
ST2	Daytime	Distant road traffic noise from Rusper Road. Aircraft clearly audible when flying over.
	Night-time	Aircraft overhead dominant source. Occasional birdsong

Location	Period	Noise Climate
ST3	Daytime	Aircraft overhead dominate source. Gentle rustling of trees.
	Night-time	Aircraft overhead dominate source. Gentle rustling of trees and birdsong.
ST4	Daytime	Aircraft overhead dominate source. Distance road traffic noise.
	Night-time	Distant road traffic noise. Aircraft barely audible when landing.
ST5	Daytime	Road traffic noise from Rusper Road dominant. Aircraft taking off are clearly audible. Aircraft landing not audible.
	Night-time	Distant Road traffic noise. Aircraft taking off are clearly audible. Aircraft landing not audible. Trains occasionally audible.
ST6	Daytime	Road traffic noise from Rusper Road dominant. Aircraft taking off are clearly audible.
	Night-time	Distant Road traffic noise. Aircraft taking off are clearly audible. Aircraft landing not audible. Trains occasionally audible.
ST7	Daytime	Aircraft noise overhead is dominant. Distant road traffic noise.
	Night-time	No aircraft during measurement. Distant road traffic noise. Sheep in adjacent field.
ST8	Daytime	Aircraft noise overhead is dominant. Distant road traffic noise.
	Night-time	No aircraft during measurement. Distant road traffic noise. Sheep in adjacent field.

5. Results

A summary of noise levels at each unattended location is presented in Table 5 to Table 8. Full time histories of from are presented at the end of this document.

Table 5: Summary of noise levels measured at location LT1

Date	Period	Ambient Noise Level, dB $L_{Aeq,T}$	Highest Max Noise Level, dB L_{AFmax}	Background Noise Level, dB $L_{A90,T}$
Tues 28 June 2022	Daytime (15:00 – 23:00)	54	80	37
	Night-time (23:00 – 07:00)	46	84	30
Wed 29 June 2022	Daytime (07:00 – 23:00)	54	80	36
	Night-time (23:00 – 07:00)	46	67	27
Thurs 30 June 2022	Daytime (07:00 – 23:00)	54	90	36
	Night-time (23:00 – 07:00)	47	74	31
Fri 01 July 2022	Daytime (07:00 – 23:00)	55	85	37
	Night-time (23:00 – 07:00)	48	89	27
Sat 02 July 2022	Daytime (07:00 – 23:00)	67	92	39
	Night-time (23:00 – 07:00)	49	72	34
Sun 03 July 2022	Daytime (07:00 – 23:00)	59	83	35
	Night-time (23:00 – 07:00)	48	75	32

* dB $L_{A90,T}$ for the entire stated period and not the typical

Table 6: Summary of noise levels measured at location LT2

Date	Period	Ambient Noise Level, dB $L_{Aeq,T}$	Highest Max. Noise Level, dB L_{AFmax}	Background Noise Level, dB $L_{A90,T}$
Tues 28 June 2022	Daytime (15:15 – 23:00)	46	74	38
	Night-time (23:00 – 07:00)	48	82	30
Wed 29 June 2022	Daytime (07:00 – 23:00)	47	80	36
	Night-time (23:00 – 07:00)	45	74	27
Thurs 30 June 2022	Daytime (07:00 – 23:00)	46	71	35
	Night-time (23:00 – 07:00)	43	76	24
Fri 01 July 2022	Daytime (07:00 – 23:00)	47	76	36
	Night-time (23:00 – 07:00)	42	68	26
Sat 02 July 2022	Daytime (07:00 – 23:00)	47	77	35
	Night-time (23:00 – 07:00)	42	72	21
Sun 03 July 2022	Daytime (07:00 – 23:00)	47	71	34
	Night-time (23:00 – 07:00)	45	71	32
Mon 04 July 2022	Daytime (07:00 – 23:00)	47	80	34
	Night-time (23:00 – 07:00)	46	72	33
Tues 05 July 2022	Daytime (07:00 – 23:00)	47	72	34
	Night-time (23:00 – 07:00)	46	75	29
Wed 06 July 2022	Daytime (07:00 – 23:00)	47	77	34
	Night-time (23:00 – 07:00)	44	75	23
Thurs 07 July 2022	Daytime (07:00 – 12:00)	48	72	37

* dB $L_{A90,T}$ for the entire stated period and not the typical

Table 7: Summary of noise levels measured at location LT3

Date	Period	Ambient Noise Level, dB $L_{Aeq,T}$	Highest Max. Noise Level, dB L_{AFmax}	Background Noise Level, dB $L_{A90,T}$
Tues 28 June 2022	Daytime (15:15 – 23:00)	52	81	36
	Night-time (23:00 – 07:00)	43	66	28
Wed 29 June 2022	Daytime (07:00 – 23:00)	48	80	36
	Night-time (23:00 – 07:00)	45	81	28
Thurs 30 June 2022	Daytime (07:00 – 23:00)	49	74	36
	Night-time (23:00 – 07:00)	44	68	21
Fri 01 July 2022	Daytime (07:00 – 23:00)	60	92	37
	Night-time (23:00 – 07:00)	43	75	23
Sat 02 July 2022	Daytime (07:00 – 23:00)	48	78	34
	Night-time (23:00 – 07:00)	42	75	19
Sun 03 July 2022	Daytime (07:00 – 23:00)	48	73	32
	Night-time (23:00 – 07:00)	42	66	27
Mon 04 July 2022	Daytime (07:00 – 23:00)	49	72	33

Date	Period	Ambient Noise Level, dB $L_{Aeq,T}$	Highest Max. Noise Level, dB L_{AFmax}	Background Noise Level, dB $L_{A90,T}$
Tues 05 July 2022	Night-time (23:00 – 07:00)	43	76	29
	Daytime (07:00 – 23:00)	48	70	33
	Night-time (23:00 – 07:00)	44	77	26
Wed 06 July 2022	Daytime (07:00 – 23:00)	48	80	32
	Night-time (23:00 – 07:00)	42	74	20
Thurs 07 July 2022	Daytime (07:00 – 11:15)	49	67	36

* dB $L_{A90,T}$ for the entire stated period and not the typical

Table 8: Summary of noise levels measured at location LT4

Date	Period	Ambient Noise Level, dB $L_{Aeq,T}$	Highest Max. Noise Level, dB L_{AFmax}	Background Noise Level, dB $L_{A90,T}$
Tues 28 June 2022	Daytime (15:00 – 23:00)	53	81	35
	Night-time (23:00 – 07:00)	51	77	28
Wed 29 June 2022	Daytime (07:00 – 23:00)	53	99	35
	Night-time (23:00 – 07:00)	53	79	24
Thurs 30 June 2022	Daytime (07:00 – 23:00)	50	94	34
	Night-time (23:00 – 07:00)	51	76	23
Fri 01 July 2022	Daytime (07:00 – 23:00)	50	76	35
	Night-time (23:00 – 07:00)	48	74	23
Sat 02 July 2022	Daytime (07:00 – 23:00)	55	101	34
	Night-time (23:00 – 07:00)	54	79	21
Sun 03 July 2022	Daytime (07:00 – 23:00)	55	85	35
	Night-time (23:00 – 07:00)	56	82	24
Mon 04 July 2022	Daytime (07:00 – 23:00)	52	86	34
	Night-time (23:00 – 07:00)	54	78	27
Tues 05 July 2022	Daytime (07:00 – 23:00)	52	78	34
	Night-time (23:00 – 07:00)	54	78	25
Wed 06 July 2022	Daytime (07:00 – 23:00)	48	79	34
	Night-time (23:00 – 07:00)	47	79	22
Thurs 07 July 2022	Daytime (07:00 – 11:00)	50	88	37

* dB $L_{A90,T}$ for the entire stated period and not the typical

Summaries of daytime and night-time attended measurements are presented in Table 12.2 9 and Table 12.2 10, respectively.

Table 9: Summary of attended daytime noise measurements

Location	Date	Measurement Period	Ambient Noise Level, dB $L_{Aeq,15min}$	Max. Noise Level, dB $L_{AFmax,\ 15min}$	Background Noise Level, dB $L_{A90,15min}$
ST1	Tues 28 June 2022	14:04 – 14:19	66	81	52
		14:21 – 14:36	66	84	51
		14:36 – 14:51	68	88	52
ST2	Tues 28 June 2022	15:27 – 15:42	49	66	41
		15:44 – 15:59	47	64	40
		16:01 – 16:16	50	64	40
ST3	Tues 28 June 2022	14:19 – 14:34	50	67	42
		14:34 – 14:49	51	66	42
		14:50 – 15:05	50	68	43
ST4	Tues 28 June 2022	15:38 – 15:53	51	69	41
		15:53 – 16:08	54	78	41
		16:15 – 16:30	52	66	42
ST5	Thurs 07 July 2022	08:45 – 09:00	58	77	43
		09:00 – 09:15	59	79	39
		09:16 – 09:31	58	81	39
ST6	Thurs 07 July 2022	08:55 – 09:10	47	63	40
		09:10 – 09:25	49	66	41
		09:25 – 09:40	49	64	43
ST7	Thurs 07 July 2022	10:12 – 10:27	49	65	37
		10:27 – 10:42	48	68	36
		10:42 – 10:57	48	76	34
ST8	Thurs 07 July 2022	10:10 – 10:25	48	64	37
		10:27 – 10:42	48	65	36
		10:43 – 10:58	47	60	38

Table 10: Summary of attended night-time noise measurements

Location	Date	Measurement Period	Ambient Noise Level, dB $L_{Aeq,15min}$	Max. Noise Level, dB $L_{AFmax,\ 15min}$	Background Noise Level, dB $L_{A90,15min}$
ST1	Wed 29 June 2022	01:01 – 01:16	47	67	29
		01:17 – 01:32	53	82	29
ST2	Thurs 07 July 2022	06:00 – 06:15	51	68	37
		06:17 – 06:32	47	65	37
		06:32 – 06:47	51	68	39
ST3	Thurs 07 July 2022	06:05 – 06:20	52	66	36
		06:21 – 06:36	55	67	37

Location	Date	Measurement Period	Ambient Noise Level, dB $L_{Aeq,15min}$	Max. Noise Level, dB $L_{AFmax,\ 15min}$	Background Noise Level, dB $L_{A90,15min}$
ST4	Wed 29 June 2022	06:36 – 06:51	54	67	38
		00:17 – 00:32	33	59	26
		00:34 – 00:49	32	52	27
ST5	Wed 29 June 2022	23:40 – 23:55	35	64	32
		23:55 – 00:10	43	67	31
ST6	Wed 29 June 2022	22:55 – 23:10	52	71	31
		23:12 – 23:27	49	66	33
ST7	Thurs 07 July 2022	05:11 – 05:26	46	65	29
		05:26 – 05:39	38	59	30
ST8	Thurs 07 July 2022	05:05 – 05:20	36	53	29
		05:20 – 05:35	36	52	29

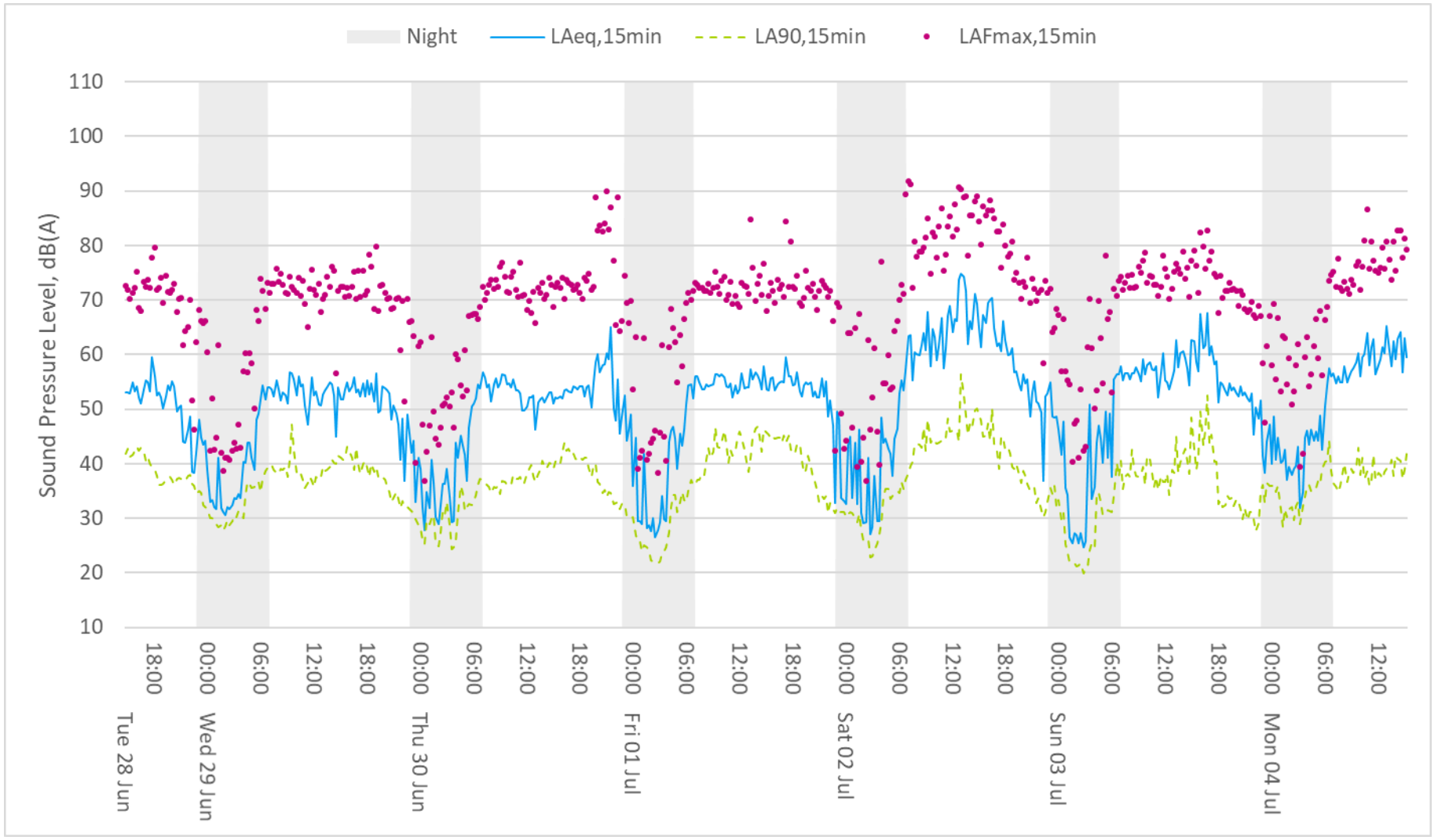

Figure 2: Measured noise levels at location LT1

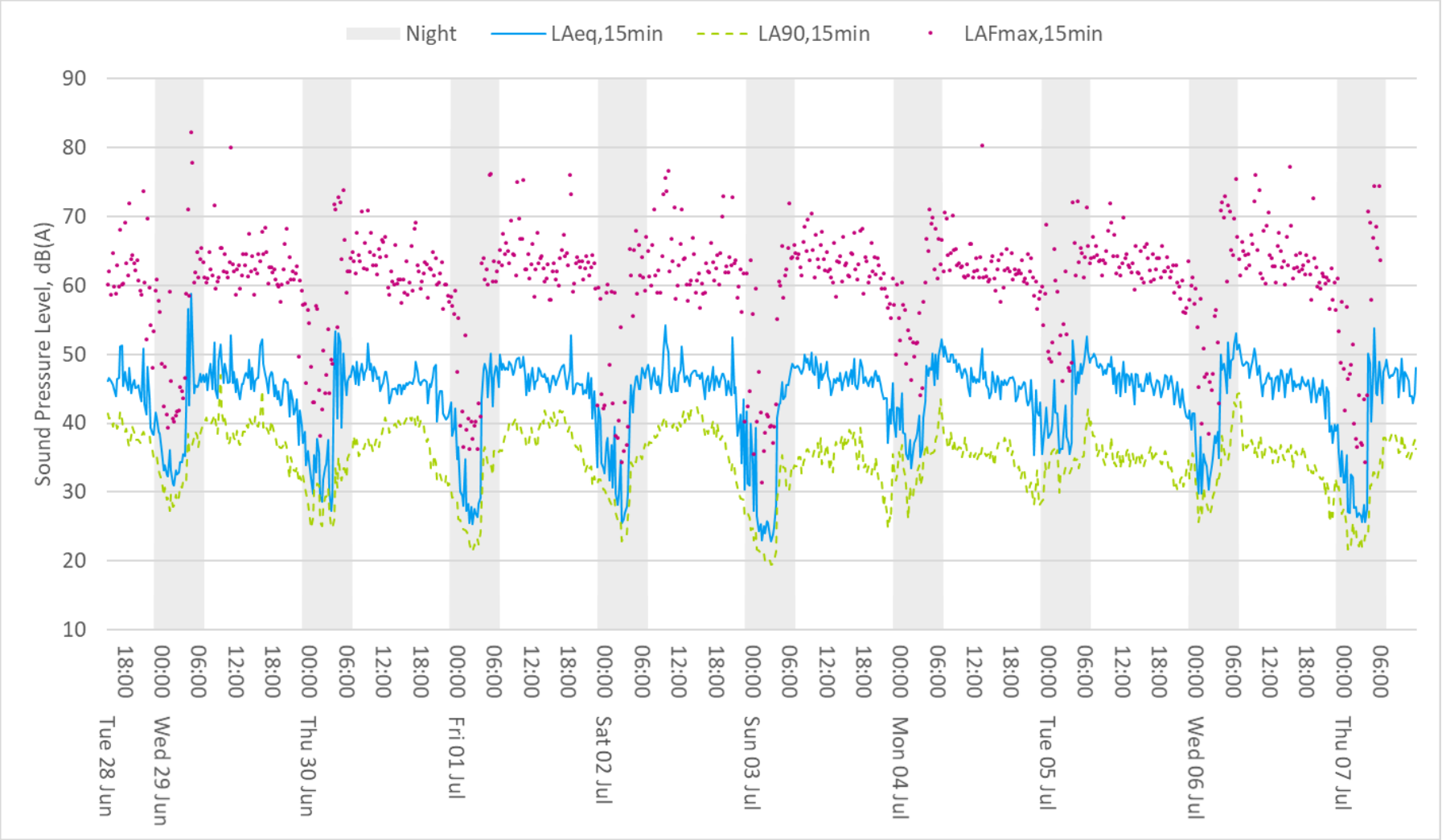

Figure 3: Measured noise levels at location LT2

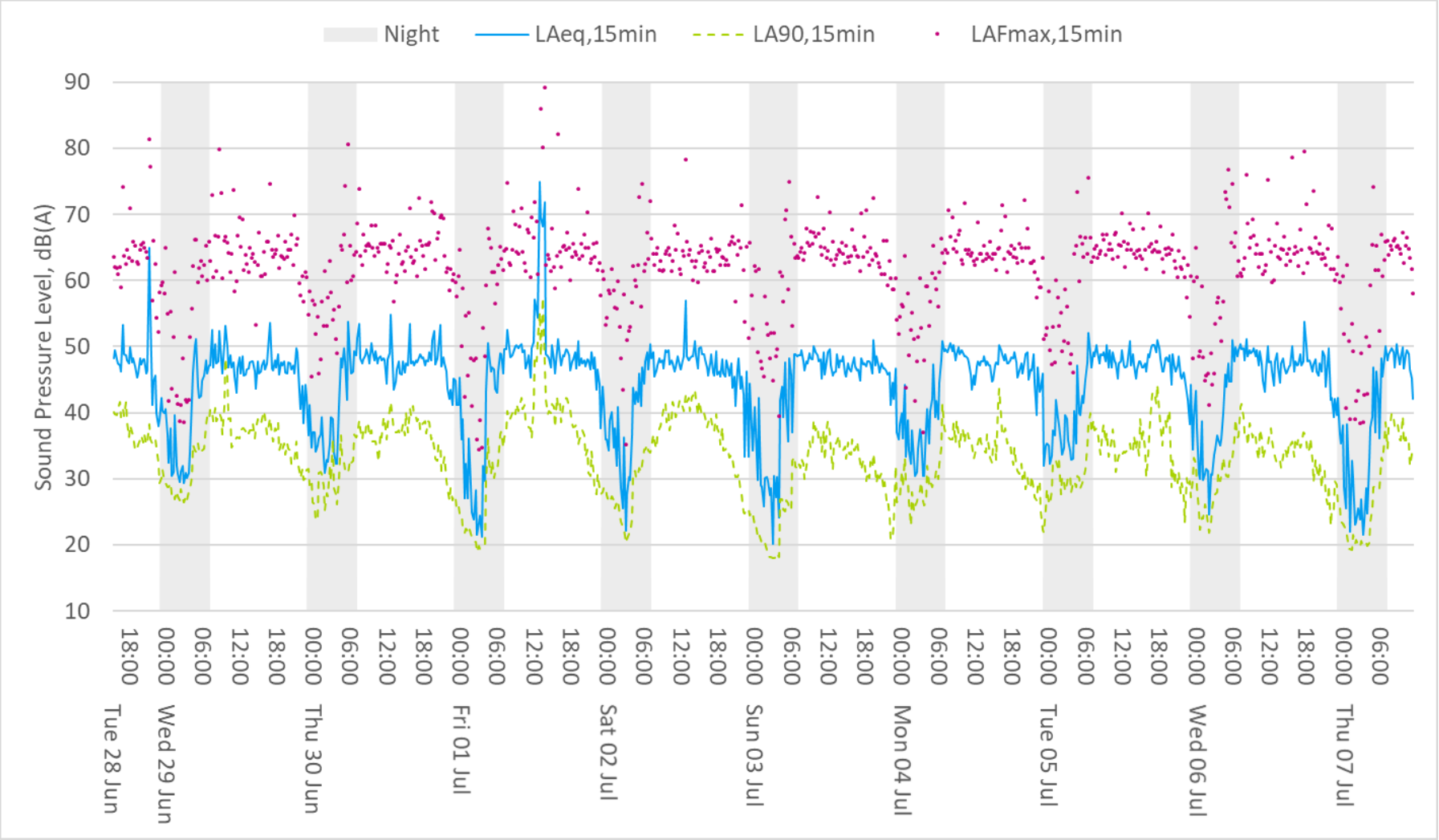

Figure 4: Measured noise levels at location LT3

APPENDIX 12.4: DEMOLITION AND CONSTRUCTION NOISE CALCULATIONS

Appendix 12.4
Demolition and Construction Noise Calculations

Demolition and Construction Noise

Demolition and construction noise calculations have been undertaken in line with information presented in Chapter 5: Demolition and Construction Description and the indicative Phasing Strategy. This is summarised in Table 1.

Table 1: Indicative Development Programme Summary

Year	Phase
2024	Demolition
2024 - 2025	Phase 1
2026 - 2030	Phase 2
2031 - 2033	Phase 3
2033 - 2035	Phase 4
2035 - 2036	Phase 5
2036 - 2039	Phase 6

In addition, the construction of the Crawley Western Link Corridor is assumed to be undertaken during Phase 1.

At the time of this assessment, a contractor is yet to be appointed. Therefore, an indicative list of plant items and associated on-times likely to be used for the demolition and construction phases of the proposed development has been developed based on professional judgement, review of Chapter 5: Demolition and Construction Description, and indicative data from similar previous projects.

A list of assumed plant items for each demolition and construction phase is presented in Table 2.

Table 2: List of Indicative Plant Items

Activity	Plant Item	No. of Plant Items	On-Time, %	Total Sound Power Level, dB L_{wA}
Demolition	Dozer; 239kW; 41 t	1	80	79
	Breaker mounted on wheeled backhoe ; 380 kg / 1700 mm tool / 74 mm dia. / 125 bar	1	40	61
	Compressor	1	50	71
	Wheeled loader; 209kW	1	50	76
	Hand-held pneumatic breaker	1	50	81
	Tracked excavator; 226kW; 40 t	1	50	76
	Dumper	1	80	70
	Water pump (diesel); 10kW; 100 kg	1	60	67
	Road sweeper; 70kW	1	50	73
	Diesel generator; 6.5kW	1	100	61
Site Clearance & Preparation	Wheeled excavator; 90kW; 18 t	4	80	71
	Dump truck (tipping fill); 306kW; 29 t	4	80	84

Activity	Plant Item	No. of Plant Items	On-Time, %	Total Sound Power Level, dB L_{wA}
Substructure (residential)	Breaker mounted on wheeled backhoe ; 380 kg / 1700 mm tool / 74 mm dia. / 125 bar	2	50	65
	Wheeled loader; 209kW	4	50	82
	Scaffold construction	2	20	74
	Diesel generator; 6.5kW	4	100	67
	Electric drill	2	30	85
	Gas cutter	2	10	72
	Electric bolter	2	30	85
	Road sweeper; 70kW	2	20	72
	Tracked excavator; 226kW; 40 t	4	80	84
	Truck mounted concrete pump + boom arm ; 26 t	4	80	85
	Water pump (diesel); 10kW; 100 kg	2	60	70
	Hydraulic vibratory compactor (tracked excavator) ; 225 kg / 193 bar / 17500 N	4	50	81
	Dump truck (tipping fill); 306kW; 29 t	4	80	84
	Forklift	4	50	89
	Road sweeper; 70kW	2	50	76
	Compressor	4	50	77
	Diesel generator; 6.5kW	2	100	64
	Scrabbler	2	40	83
	Tracked excavator; 226kW; 40 t	4	80	84
	Truck mounted concrete pump + boom arm ; 26 t	4	80	85
	Water pump (diesel); 10kW; 100 kg	2	60	70
	Hydraulic vibratory compactor (tracked excavator) ; 225 kg / 193 bar / 17500 N	4	50	81
Substructure (schools and mixed-use development)	Dump truck (tipping fill); 306kW; 29 t	4	80	84
	Forklift	4	50	89
	Road sweeper; 70kW	2	50	76
	Compressor	4	50	77
	Diesel generator; 6.5kW	2	100	64
	Scrabbler	2	40	83
	Large rotary bored piling rig ; 110 t / 20 m deep / 1.2 m diameter	1	50	81
	Truck mounted concrete pump + boom arm ; 26 t	2	80	82
Superstructure	Dumper (idling); 75kW; 9 t	4	80	68
	Tower crane; 88kW; 22 t	4	80	82

Activity	Plant Item	No. of Plant Items	On-Time, %	Total Sound Power Level, dB L_{wA}
External Landscaping	Diesel generator; 6.5kW	4	100	67
	Electric drill	2	30	85
	Gas cutter	2	10	72
	Electric bolter (assumed equal to D6.54)	2	30	85
	Fork lift	4	50	89
	Lifting platform; 35kW; 8 t	4	50	70
	Road sweeper; 70kW	2	50	76
	Compressor	4	50	77
	Dozer; 239kW; 41 t	2	50	80
	Forklift	2	50	86
	Diesel generator; 6.5kW	2	100	64
	Hand-held welder (welding piles)	2	40	72
	Tracked crusher; 172kW; 47 t	1	40	78
	Tracked excavator; 226kW; 40 t	1	80	78
	Water pump (diesel); 10kW; 100 kg	1	60	67
	Road sweeper; 70kW	1	50	73
	Dump truck (tipping fill); 306kW; 29 t	1	60	77
	Cement mixer truck (discharging)	2	50	75
	Hand-held circular saw (cutting paving slabs); 1.5kW; 7.6 kg / 235 mm diameter	2	40	83
	Compressor	2	50	74
Road Construction	Bulldozer .; 134kW; 24 t	4	50	86
	Articulated dump truck; 194kW; 25 t	4	50	84
	Tracked excavator; 172kW; 35 t	4	80	85
	Dozer; 104kW; 14 t	4	50	80
	Vibratory roller ; 92kW; 12 t	4	50	84
	Asphalt paver (+ tipper lorry); 94kW; 18 t	2	50	77

The following assumptions have been made for the construction noise assessment:

- Construction of the Crawley Western Link Road is undertaken during Phase 1;
- All NSRs have a storey height of 2.5m;
- All existing off-site NSRs have a building height of 8m;
- A global ground absorption of 0.5 (partially absorbing) has been applied to the study area;
- The construction plant items are assumed to be evenly distributed across the phase areas presented in the parameter plan;
- The plant items associated with the construction of the Crawley Western Link Road are distributed evenly along its length;
- Construction noise is modelled as area sources at a height of 1.0m;

- Where predicted noise levels are similar across a group of NSRs, they are considered as one NSR. Where this is the case, the reported noise levels represent the highest predicted level at any façade or floor within the group.
- On-site NSRs are considered as a single building spanning the entire phase area presented in the parameter plan, with a building height equal to the maximum permissible height for the area as presented in the parameter plan;
- A -5 dB correction accounts for the implementation of Best Practicable Measures as presented in ES Chapter 5: Demolition and Construction Description as well as attenuation from solid hoarding around the site perimeter;
- A +3 dB correction accounts for façade reflections at the receptor; and
- The prevailing daytime ambient noise level at all NSRs are assumed to be below 60 dB $L_{Aeq,10hr}$.

Table 4 presents the predicted construction and demolition façade noise levels at each existing off-site receptor. Table 5 presents levels for future on-site receptors. These levels include corrections to account for BPM and façade reflections. Exceedances of the demolition and construction noise thresholds are presented in **bold** typeface.

The following abbreviations have been used within this Technical Appendix.

Table 3: Demolition and Construction Stage Abbreviations

Abbreviation	Description
D	Demolition
SC	Site Clearance
SB	Substructure
SP	Superstructure
EX	External Landscaping works

Figure 1 shows the locations of the demolition and construction noise receptors.

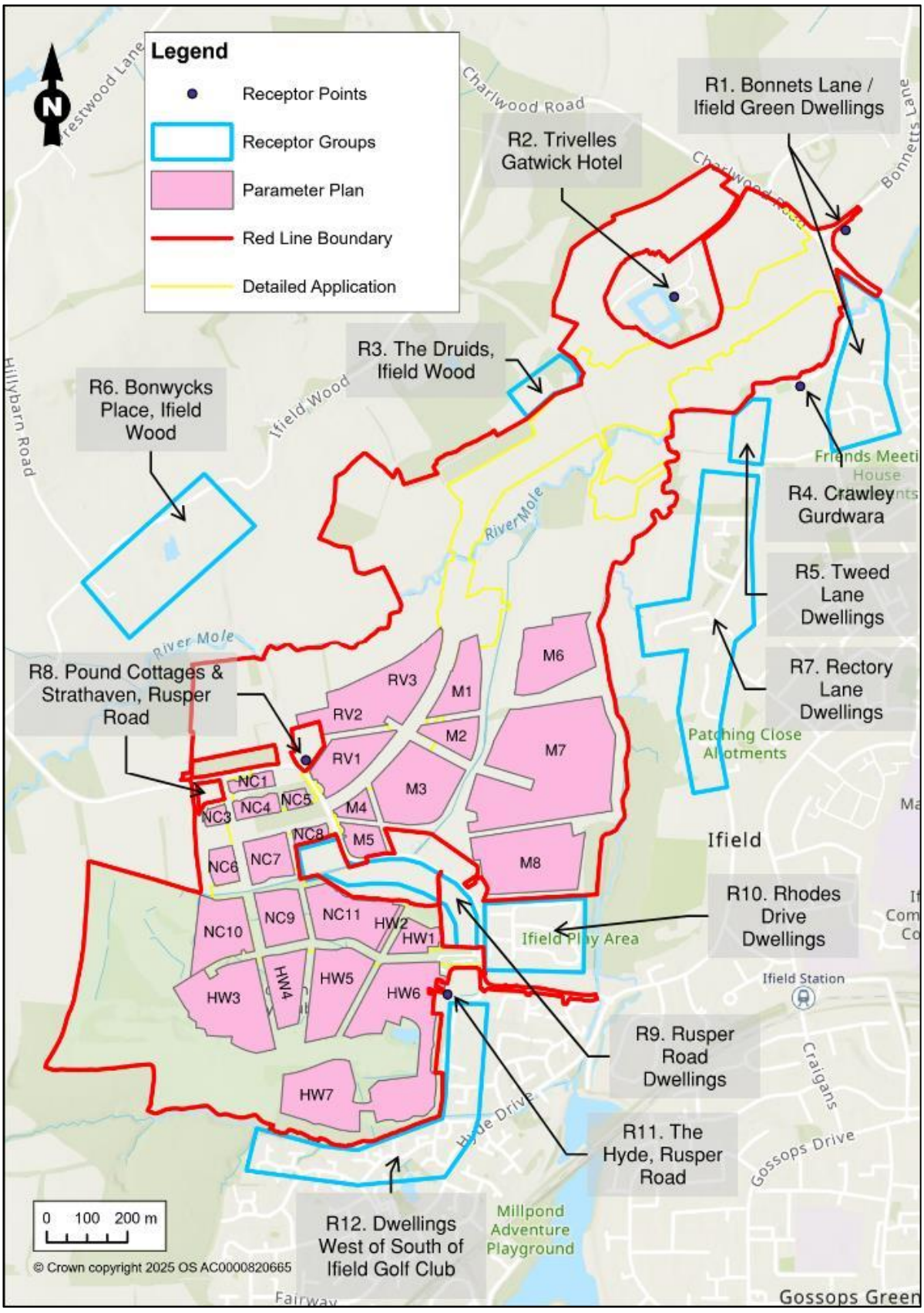

Figure 1: Satellite image showing locations of demolition and construction noise receptors

Table 4: Predicted Demolition and Construction Façade Noise Levels at Existing Off-Site NSRs, dB $L_{Aeq,10hr}$

Construction Phase	Construction and Demolition Activity	R1. Bonnets Lane / Ifield Green dwellings	R2. Trivelles Gatwick Hotel	R3. The Druids, Ifield Wood	R4. Crawley Gurdwara	R5. Tweed Lane dwellings	R6. Rectory Lane dwellings	R7. Bonwycks Place, Ifield Wood	R8. Pound Cottages & Hamilton, Rusper Road	R9. Rusper Road dwellings (Whitehall D. to Furlong Farm)	R10. Rodes Drive dwellings	R11. The Hyde, Rusper Road	R12. Dwellings west and south of Ifield Golf Club
-	D	45	47	49	44	47	56	51	**76**	59	**65**	**81**	63
1	SC	63	57	60	53	52	52	51	**66**	58	**65**	59	62
	SB	63	58	60	53	52	55	52	**69**	60	**65**	59	62
	SP	63	57	60	53	52	54	51	**68**	59	**65**	59	62
	EX	63	57	60	53	52	52	51	**65**	58	**65**	59	62
2	SC	49	51	52	46	51	56	56	**69**	**73**	**66**	**65**	62
	SB	52	55	56	50	55	60	60	**73**	**77**	**70**	**69**	**66**
	SP	51	53	54	48	53	58	58	**71**	**75**	**68**	**67**	64
	EX	48	50	52	45	50	55	56	**68**	**72**	**65**	**65**	62
3	SC	44	48	51	43	46	51	56	64	58	56	**66**	55
	SB	48	52	54	47	50	55	60	**68**	62	60	**69**	59
	SP	46	50	53	45	48	53	58	**66**	61	58	**68**	57
	EX	43	48	50	42	45	51	55	63	58	55	**65**	54
4	SC	46	50	53	43	49	56	60	**77**	49	40	43	39
	SB	50	54	56	47	53	60	64	**81**	53	44	47	43
	SP	48	52	55	45	51	58	**63**	**79**	51	42	45	41
	EX	45	50	52	43	49	56	60	**76**	48	39	42	38
5	SC	48	52	55	44	52	48	62	33	36	33	33	33
	SB	52	56	59	48	56	52	**66**	37	40	37	37	37
	SP	50	54	57	46	54	50	65	34	37	34	34	34
	EX	48	51	54	43	52	48	62	32	35	32	32	32

Table 5: Predicted Demolition and Construction Façade Noise Levels at Future On-Site NSRs (NC blocks), dB $L_{Aeq,10hr}$

Construction Phase	Construction and Demolition Activity	NC1	NC2	NC3	NC4	NC5	NC6	NC7	NC8	NC9	NC10	NC11
2	SC	-	-	-	-	-	-	-	-	-	**75**	-
	SB	-	-	-	-	-	-	-	-	-	**79**	-
	SP	-	-	-	-	-	-	-	-	-	**77**	-
	EX	-	-	-	-	-	-	-	-	-	**74**	-
3	SC	-	-	-	-	-	54	57	58	55	47	61
	SB	-	-	-	-	-	58	60	62	59	51	**65**
	SP	-	-	-	-	-	56	59	60	57	49	63
	EX	-	-	-	-	-	53	56	57	54	47	60
4	SC	**80**	-	-	-	-	**73**	**74**	**74**	59	59	54
	SB	**84**	-	-	-	-	**77**	**78**	**78**	63	63	58
	SP	**82**	-	-	-	-	**75**	**76**	**77**	61	61	56
	EX	**79**	-	-	-	-	**73**	**74**	**74**	58	59	53
5	SC	36	36	37	39	40	36	41	52	38	35	46
	SB	40	40	40	42	44	40	45	55	42	39	50
	SP	38	37	38	40	41	38	43	54	40	36	48
	EX	35	35	36	38	39	35	40	51	37	34	45

Table 6: Predicted Demolition and Construction Façade Noise Levels at Future On-Site NSRs (HW blocks), dB $L_{Aeq,10hr}$

Construction Phase	Construction and Demolition Activity	HW1	HW2	HW3	HW4	HW5	HW6	HW7
3	SC	**65**	64	57	54	**66**	-	-
	SB	**69**	**67**	61	58	**70**	-	-
	SP	**67**	**66**	59	56	**68**	-	-
	EX	**65**	63	57	54	**66**	-	-
4	SC	49	48	54	52	50	47	45
	SB	53	52	57	56	54	51	49
	SP	51	50	56	54	53	49	47
	EX	48	47	53	51	50	46	44
5	SC	44	46	34	35	39	44	41
	SB	47	50	38	39	43	48	45
	SP	46	48	35	36	41	46	43
	EX	43	45	33	34	38	43	40

Table 7: Predicted Demolition and Construction Façade Noise Levels at Future On-Site NSRs (M & RV blocks), dB $L_{Aeq,10hr}$

Construction Phase	Construction and Demolition Activity	M2	M3	M4	M5	M7	M8	RV1	RV2/3
3	SC	-	68	61	61	-	-	-	-
	SB	-	72	65	65	-	-	-	-
	SP	-	70	63	63	-	-	-	-
	EX	-	68	61	60	-	-	-	-
4	SC		**73**	**73**	**70**	**70**	52		**73**
	SB		**77**	**77**	**74**	**74**	56		**77**
	SP		**75**	**76**	**72**	**72**	54		**76**
	EX		**72**	**73**	**70**	**70**	52		**73**
5	SC	**73**	57	54	39	**69**	38	64	**71**
	SB	**77**	61	58	43	**73**	42	**68**	**75**
	SP	**75**	59	56	41	**71**	39	**66**	**73**
	EX	**72**	57	54	38	**69**	37	63	**70**

APPENDIX 12.5: SITE SUITABILITY FOR RESIDENTIAL DEVELOPMENT

Appendix 12.5
Site Suitability

1. Introduction

This appendix presents an assessment of the suitability of the Site for the proposed residential and mixed-use commercial development from a noise perspective.

The likely effect of existing and proposed noise sources within the study area at the location of the Proposed Development has been assessed in line with the following guidance:

- Professional Practice Guidance (ProPG) on Planning & Noise[1];
- Planning Noise Advisory Document: Sussex[2];
- The ANC Acoustics, Ventilation and Overheating Design Guide[3];
- Overheating: Approved Document O[4] (ADO);
- Building Bulletin 93 (BB93)[5];
- The ANC Acoustics of Schools: a design guide[6];
- BS8233:2014 '*Guidance on sound insulation and noise reduction for buildings*'[7]; and
- British Council for Offices (BCO) Guide to Specification[8].

ProPG provides good practice guidance for minimising potential adverse effects of airborne noise from transport sources on proposed residential development. The preparation of this guidance was overseen by a Working Group consisting of representatives of the Association of Noise Consultants (ANC), Institute of Acoustics (IOA) and Chartered Institute of Environmental Health (CIEH), together with practitioners from a planning and local authority background.

This guidance has been produced to provide practitioners with guidance on a recommended approach to the management of noise within the planning system in England. It takes into account the guidance on the control and mitigation of noise detailed in the National Planning Policy Framework (NPPF) and the Noise Policy Statement for England (NPSE) and presents them in one overall document. It also provides further clarification and guidance for appropriate noise levels and suitable design, such as proposing suitable maximum noise levels in bedrooms at night.

2. Criteria

2.1 ProPG External Noise Criteria

The ProPG noise risk assessment is based on measured or predicted noise levels on the existing Site and provides an indication of the likely risk of adverse effects from noise where no subsequent mitigation is included as part of the proposal. The risk assessment indicates whether the Proposed Development is considered to pose a negligible, low, medium or high risk from a noise perspective. The criteria for each risk banding is provided below.

[1] ProPG: Planning and Noise Preffesional Practive Guidance on Planning and Noise ANC, IOA May 2017
[2] Horsham District Council et. al., 2023. Planning Noise Advice Document: Sussex.
[3] Association of Noise Consultants, 2020. Acoustics, Ventilation and Overheating: Residential Design Guide.
[4] The Building Regulations 2010 Approved Document O Overheating, HM Government, 2021 edition
[5] Department for Education, 2015. Building Bulletin 93, Acoustic design of schools: performance standards.
[6] Association of Noise Consultants, 2015. Acoustics of Schools: a design guide.
[7] BS8233:2014 "Guidance on sound insulation and noise reduction for buildings " BSI 2014
[8] British Council for Offices Guide to Specification 2019.

External noise level dB $L_{Aeq,T}$		ProPG Risk Level / Magnitude of impact
Daytime (07:00-23:00)	**Night-time (23:00-07:00)**	
≥ 70	≥ 60	High
60 to 70	50 to 60	Medium
50 to 60	40 to 50	Low
< 50	< 40	Negligible

As noise levels increase, a site is likely to be less suitable from a noise perspective and any subsequent planning application may be refused unless a good acoustic design process is followed. Where the ProPG risk level is medium or high, mitigation strategies would be put in place to demonstrate how the adverse impacts of noise will be mitigated and minimised.

2.2 Internal Ambient Noise Level

2.2.1 Whole Dwelling (Background Ventilation)

The internal ambient noise levels have been assessed in line with BS8233:2014, which recommends that for resting/sleeping conditions in living rooms and bedrooms, the internal noise levels should not exceed 35 dB $L_{Aeq,16hour}$ (daytime) and 30 dB $L_{Aeq,8hour}$ (night-time).

2.2.2 Overheating

2.2.2.1 ANC AVO Design Guide

The ANC AVO Design Guide provides a two-level assessment methodology for assessing transportation noise impacts within developments during the overheating condition:

- **Level One** – high-level assessment based on external noise levels and determines whether a level two assessment is required.
- **Level Two** – based on internal noise levels, where frequency of overheating is also considered.

The AVO Guidance provides a sliding scale that states that the more often overheating occurs, the lower the internal ambient noise level limit should be. Significant Observed Adverse Effect Level (SOAEL) is considered when the internal ambient noise level exceeds 50 dB $L_{Aeq,16hour}$ during daytime hours (0700-2300) and $L_{Aeq,8hr}$ 42 dB during night-time hours (2300-0700), No Observed Adverse Effect Level is considered when indoor noise levels during the overheating condition are below BS8233 requirements. In between these values the level of impact depends on the frequency with which the overheating measures need to be employed versus the indoor noise level under this condition.

At this stage in the Proposed Development, a detailed understanding of the potential overheating conditions for each development plot is not known. Mitigation to deal with overheating will be tackled at later design stages along with detailed analysis of the scale of potential overheating.

2.2.2.2 Approved Document O

Approved Document O of the Building Regulations specifies noise limits in dwellings at night when open windows are used to control temperature. ADO limits are not based on the frequency of exceedance and do not specify the types of noise referred to.

ADO carries more onerous noise criteria than the AVO Guide therefore, if the ADO requirements are met, then it is likely requirements within the AVO Guide will also be met. ADO states that:

"In locations where external noise may be an issue (for example, where the local planning authority considered external noise to be an issue at the planning stage), the overheating mitigation strategy should take account of the likelihood that windows will be closed during sleeping hours (11pm to 7am)".

Windows are likely to be closed during sleeping hours if noise within bedrooms exceeds the following limits.

a. 40dB $L_{Aeq,T}$, averaged over 8 hours (between 11pm and 7am).

b. 55dB L_{AFmax}, more than 10 times a night (between 11pm and 7am).

2.3 External Amenity

BS 8233:2014 states *"For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments. However, it is also recognised that these guideline values are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited"*.

The noise levels in external amenity areas are expected to be dictated by aircraft noise from Gatwick Airport. As such, the magnitude of impact criteria have been adapted to suit the Gatwick Airport noise contours for ease of comparison. For example, 55 dB $L_{Aeq,16hour}$ could be deemed to be the onset of a Medium Magnitude of Impact to BS 82133:2014 whereas 54 dB $L_{Aeq,16hour}$ has been set as the onset of a Medium Magnitude of Impact, so that these areas of the development can be easily identified from the Gatwick Airport contours.

The criteria are deemed to be in compliance with the Crawley Local Plan, and broadly follow the guidance of BS 8233:2014. The assessment outlines the magnitude of impact associated with the expected external noise levels at the completed development. These are summarised in Table 2.1.

As such, the guideline values presented in the table below have been adopted to assess the potential for external amenity spaces across the Proposed Development.

Table 2.1: External Amenity Effect Level and Magnitude of Impact Criteria

External Noise Level $L_{Aeq,16hour}$ dB	**Magnitude of Impact**
≤50	Negligible
LOAEL	
51 to 53	Low
54 to 57	Medium
SOAEL	
≥57	High

2.4 Site Suitability for School Development

The ANC guidance document, Acoustics of Schools: A design guide (November 2015) recommends that *"For new schools, 60 dB $L_{Aeq,30min}$ should be regarded as an upper limit for external noise at the boundary of external areas used for formal and informal outdoor teaching and recreation."* The guidance goes on to say that "*Noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB $L_{Aeq,30min}$ and there should be at least one area suitable for outdoor teaching activities where noise levels are below 50 dB $L_{Aeq,30min}$*".

Table 1 of BB93 provides the upper limits for the indoor ambient noise levels criteria in new schools. Typically, internal noise levels in classrooms should not exceed 35 dB $L_{Aeq,30mins}$ or up to 40 dB $L_{Aeq,30mins}$ when natural ventilation is used as part of the ventilation strategy.

BB93 requires that for regular discrete noise events, e.g. aircraft, indoor ambient noise levels should not exceed 60dB $L_{A1,30mins}$.

2.5 Site Suitability for Commercial Development

BS 8233:2014 provides the following internal ambient noise level design ranges for non-domestic buildings.

Activity	**Location**	**Design range dB $L_{Aeq,T}$**
Speech or telephone communications	Department store, cafeteria, canteen, kitchen	50 – 55
	Concourse, corridor, circulation space	45 – 55
Study and work requiring concentration	Library, gallery, museum	40 – 50
	Staff / meeting room, training room	35 – 45
	Executive office	35 – 40
Listening	Place of worship, counselling, meditation, relaxation	30 - 35

BS 8233 also states that in noise-generating spaces (e.g. workshops), the activity noise is dominant and so the internal ambient noise level from external sources is not critical.

The British Council for Offices (BCO) Guide to Specification suggests that external noise intrusion levels should not exceed the following noise rating (NR) levels.

Space	**Guideline NR level**
Open plan offices	NR40
Speculative offices	NR38
Cellular offices / meeting rooms	NR35

The noise rating system is in common use for rating noise from ventilation systems. Although there is no direct relationship between dBA and NR, BS 8233 provides the following approximate in the absence of strong low frequency noise:

$$NR = dBA - 6.$$

Using the conversion above, the most onerous internal ambient noise level recommended by BCO is approximately 41 dB $L_{Aeq,T}$.

3. Baseline

A noise survey was carried out across the Site to quantify the existing baseline noise climate across the site as described in ES Appendix 12.3: Baseline Noise Survey.

The noise measurements were used to calibrate the baseline noise model (undertaken with commercially available noise mapping software – CadnaA) and the noise levels incident on the façade were predicted using the predicted future traffic flows.

4. Assessment

4.1 Residential Use

4.1.1 ProPG Noise Risk Assessment

The future 2041 baseline noise climate (Completed Development Stage Scenario 4, refer to section 12.4 of ES Chapter 12: Noise and Vibration for details) for the Proposed Development is shown below in Figure 4.1. Note that the ProPG Noise Risk Assessment only considers sources of transport noise. As such only road and air traffic noise have been predicted within the future baseline noise climate. The coloured banding in Figure 4.1 considers road traffic noise only. Aircraft noise from Gatwick Airport (shown as noise contour lines) needs to be added cumulatively to the predicted road traffic noise.

This is the noise climate across the Site without any new or additional mitigation, even if included in the development proposals.

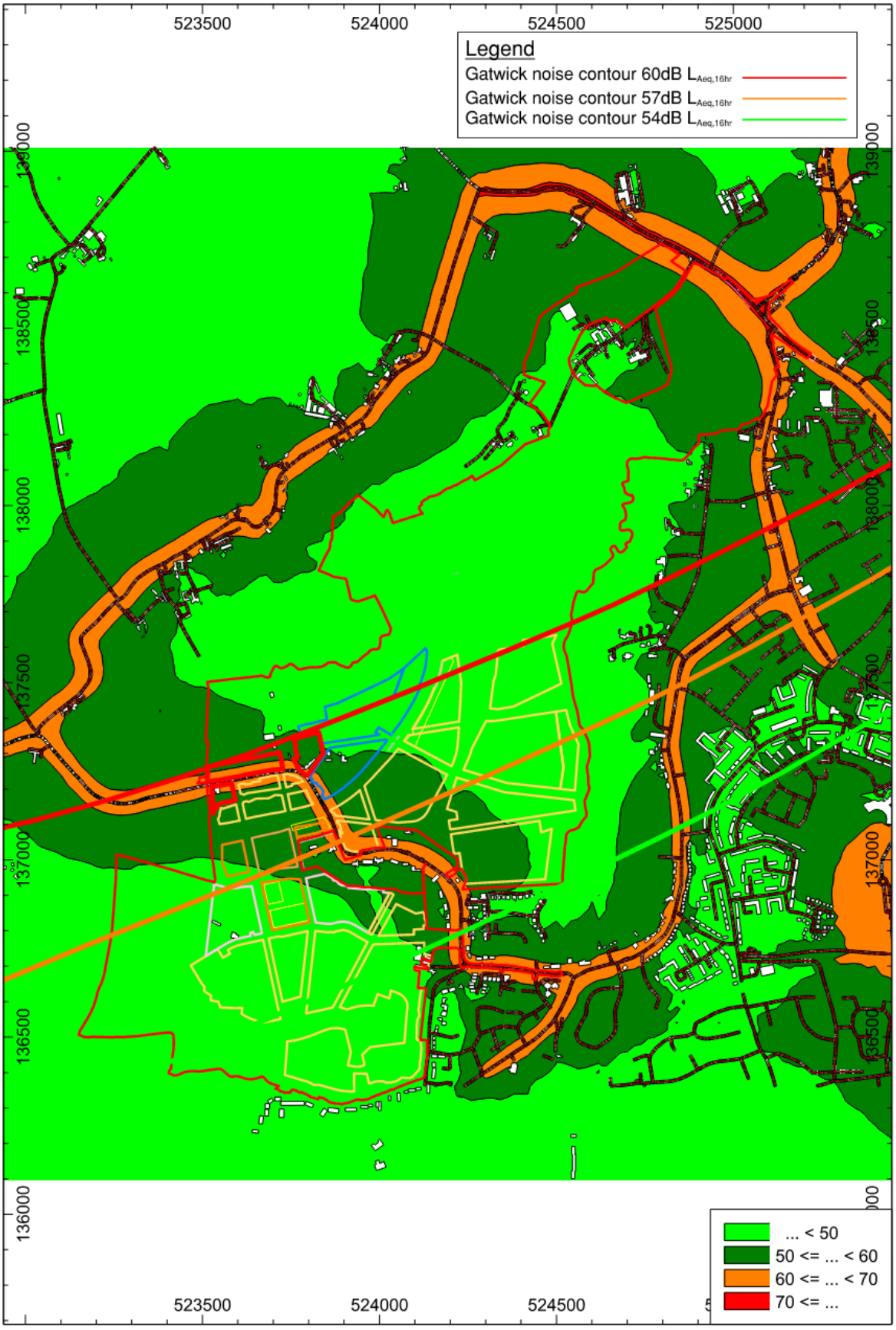

Figure 4.1: 2041 Do Minimum Future Baseline Noise Climate Without Development – ProPG Colour Banding

The initial site noise risk assessment shows that the majority of residential buildings would experience noise levels of less than 60 dB $L_{Aeq,16hr}$ during the daytime (light and dark green banding). This equates to a 'low' ProPG risk.

The edge of some of some of the proposed residential plots (yellow outlines areas) will experience levels over 60 dB $L_{Aeq,16hr}$ during the daytime (orange banding and north of the red Gatwick noise contour). This equates to a 'medium' ProPG risk. Any residential development that falls under the medium risk category, at the detailed design stage, must be supported by an acoustic design statement demonstrating good acoustic design that confirms how the adverse impact of noise will be mitigated and minimised.

4.1.2 Internal Ambient Noise Levels

Façade specifications are given in Table 4.1 which would be capable of achieving the internal noise level requirements:

- 35 dB L_{Aeq} day; and
- 30 dB L_{Aeq} and 45 dB L_{AFmax} night.

Octave frequency band performance of any final glazing proposals would need to be reviewed and the sound insulation rating (dB R_w+C_{tr}) provided in Table 4.1 are provided as an initial guide only. The sound insulation rating would need to be met when including for the frame and any seals for opening lights. This would need to be developed further during detailed design and co-ordinated in respect of energy performance requirements.

Table 4.1 summarises the glazing and ventilation strategies to meet the internal noise level limits set out in BS 8233. Note the coloured banding in Figure 4.2 considers road traffic noise only. Aircraft noise from Gatwick Airport (shown as noise contour lines) needs to be added cumulatively to the predicted road traffic noise.

Table 4.1: Glazing and ventilation strategy

Façade Noise Level /dB*	Glazing	Ventilation
< 50	Glazing requirement min. 27dB R_{w+Ctr}	Active or passive means but not openable windows**
50 to 60	Glazing requirement 32-38 dB R_{w+Ctr}	
60 to 70	Glazing requirement 38-42 dB R_{w+Ctr}	

*Colour scheme based on average daytime levels
**Openable windows at occupants' discretion. Alternate ventilation provided to achieve internal noise level criteria

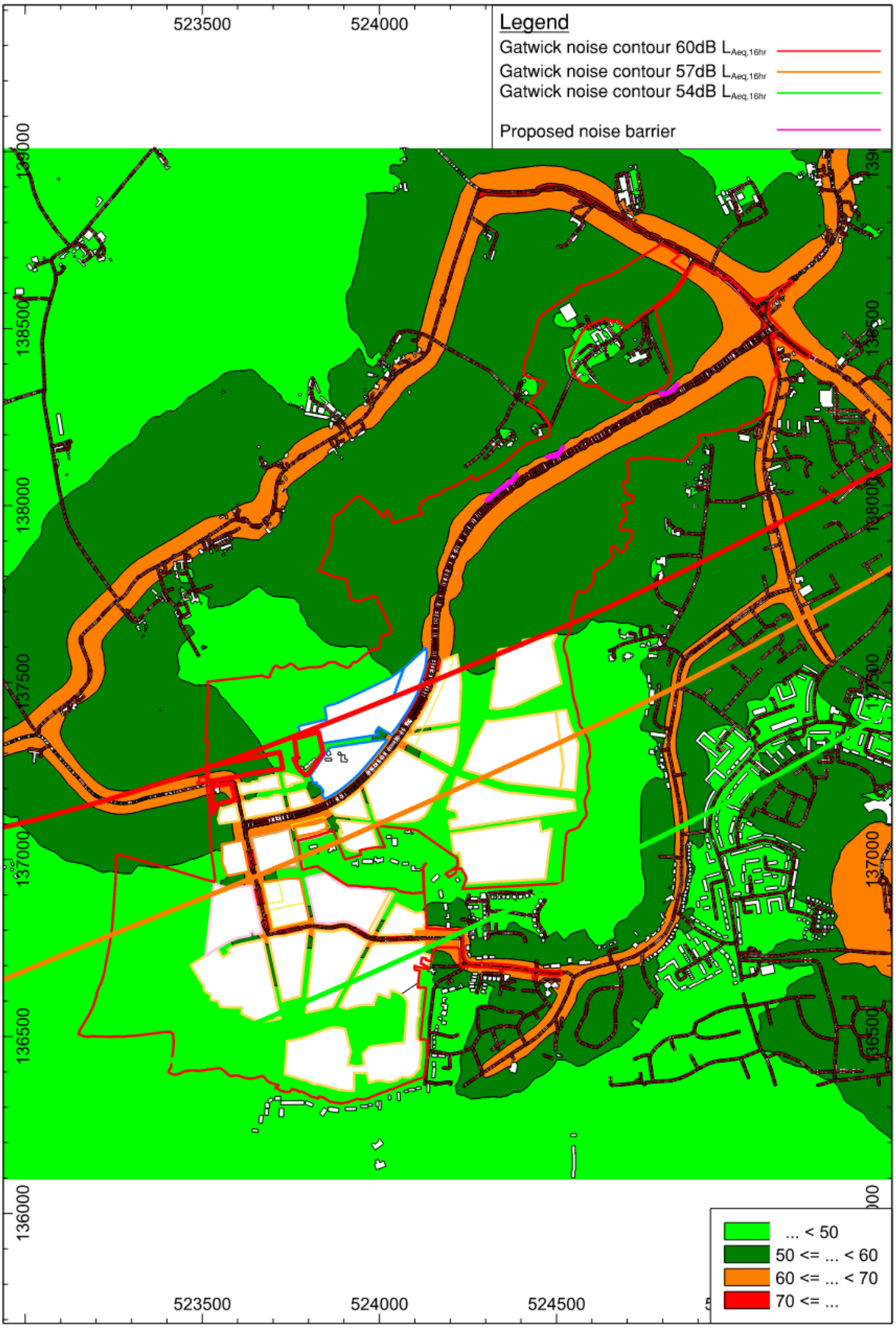

Figure 4.2: 2041 Do Something Future Baseline Noise Climate with Development – ProPG Colour Banding

All specifications would be subject to a detailed design, since final room sizes, glazing areas and façade constructions are all variables which must be factored into the calculations used to determine the specifications outlined above.

4.1.3 Control of Noise Ingress during Overheating Condition

The Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 Summer Night N60 Contours show that a maximum noise level of 60 dB L_{max} will be exceeded more than 25 times a night for all residential development plots, except for HW3-HW7.

The results of the baseline noise surveys also showed that maximum noise levels from aircraft were typically ≥67 dB L_{AFmax}, including in measurement locations that would sit within the Proposed Residential development plots HW3-HW7.

At this outline stage, it is therefore expected that opening windows cannot be used as a strategy to mitigate against external noise break-in during overheating conditions, across all residential development plots. The noise level limits of ADO are expected to be exceeded across the proposed residential development with windows open. Therefore, windows will be required to be closed and alternate passive or active means of ventilation will be required.

4.1.4 External Amenity Noise Levels

The CadnaA noise model has been used to produce noise maps that show the potential for external amenity spaces across the Proposed Development. The criteria used to assess the potential for an amenity space is detailed in Table 4.2.

The coloured banding in Figure 4.3 considers road traffic noise only. Aircraft noise from Gatwick Airport (shown as noise contour lines) needs to be read in conjunction with the predicted road traffic noise contours.

Table 4.2: Noise level for external amenity spaces

External Noise Level $L_{Aeq,T}$ dB	Potential for External Amenity Space
≤50	Suitable without additional mitigation
51 to 53	Suitable without additional mitigation
54 to 57	Suitable with good acoustic design and access to alternative, quieter amenity spaces
≥57	Access to alternative quieter amenity space should be provided

Aircraft noise has been considered as the mostly likely noise source to give rise to significant adverse effects, as mitigation cannot be provided to reduce the potential impact of aircraft noise on private gardens within the Proposed Development. Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours, no residential development would be within the 60 dB $L_{Aeq,16hour}$ contour.

Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 Leq 54-72 dB(A) Contours, an area of approximately 2,339m^2 of development plot M1 and 506 m^2 of development plot M6 and would sit within the 60 dB $L_{Aeq,16hour}$ contour. Both areas of the development plots would be near to the northern boundaries of M1 and M6, to the north of the plots, where the 60 dB $L_{Aeq,16hour}$ contour overlaps with these plots. If residential gardens were included with these areas, Major-Unacceptable Adverse effects would be expected to occur which

would be significant. However, it is understood that whilst these development plots are allocated for residential development, residential dwellings and private gardens would not be placed within the Site areas that sit within the 60 dB $L_{Aeq,16hour}$ contour that is applicable at the time of the reserved matters planning application.

Considering aircraft noise, the following residential plots would be expected to experience noise levels of 57-60 dB $L_{Aeq,16hour}$:

- NC1-NC8;
- RV1-RV2; and
- M1-M7 (not all of plots M1, M3, M5, M6 and M7 would sit within 57-60dB $L_{Aeq,16hour}$ band).

The following residential plots would be expected to experience noise levels of 54-56 dB $L_{Aeq,16hour}$:

- M3, M5, M7 & M8 (for areas of M3, M5 & M7 that would not sit within areas greater than 57dB $L_{Aeq,16hour}$); and
- HW1-HW7 (not all of plots HW3, HW5, HW6 and HW7 would sit within areas great than 54dB $L_{Aeq,16hour}$).

The following residential plots would be expected to experience noise levels <54 dB $L_{Aeq,16hour}$:

- HW3, HW5, HW6 and HW7 (for areas of HW3, HW5 & HW7 that would not sit within areas greater than 54dB $L_{Aeq,16hour}$).

No areas of the Site are expected to experience noise levels of <50 dB $L_{Aeq,16hour}$ from aircraft noise.

The potential impact of road traffic noise on external amenity areas cannot accurately be defined at this stage, as development layouts are not known. Any screening or building massing close to the Crawley Western Multi-Modal Corridor (CWMMC) could provide screening of road traffic noise to private gardens within the Site. Through Good Acoustic Design of the Proposed Development, it is expected that significant effects on external amenity areas due to road traffic noise can be avoided.

Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours, it is not expected that mitigation can reasonably be provided to avoid significant effects in all areas of the Proposed Development.

Good Acoustic Design would be used where possible to reduce aircraft noise levels in external amenity areas but reducing all areas to noise levels that would give rise to a NOAEL or LOAEL is not expected to be possible.

Aircraft noise levels are expected to reduce in the future, due to new technologies and as older aircraft are retired from fleets. This in turn may reduce the potential magnitude of impacts.

Paragraph of 3(v) of Element 3 – External Amenity Area Noise Assessment of ProPG (2017) states:

"Where, despite following a good acoustic design process, significant adverse noise impacts remain on any private external amenity space (e.g. garden or balcony) then that impact may be partially off-set if the residents are provided, through the design of the development or the planning process, with access to:

- *a relatively quiet facade (containing openable windows to habitable rooms) or a relatively quiet externally ventilated space (i.e. an enclosed balcony) as part of their dwelling; and/or*
- *a relatively quiet alternative or additional external amenity space for sole use by a household, (e.g. a garden, roof garden or large open balcony in a different, protected, location); and/or*

- *a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings; and/or*
- *a relatively quiet, protected, publicly accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance).”*

Parameter Plan 1 – Landscape and Public Realm shows Parks and Gardens and Amenity Green Space throughout the Proposed Development. It is expected that provision of these spaces would provide alternate quieter external amenity space for residents of the Proposed Development.

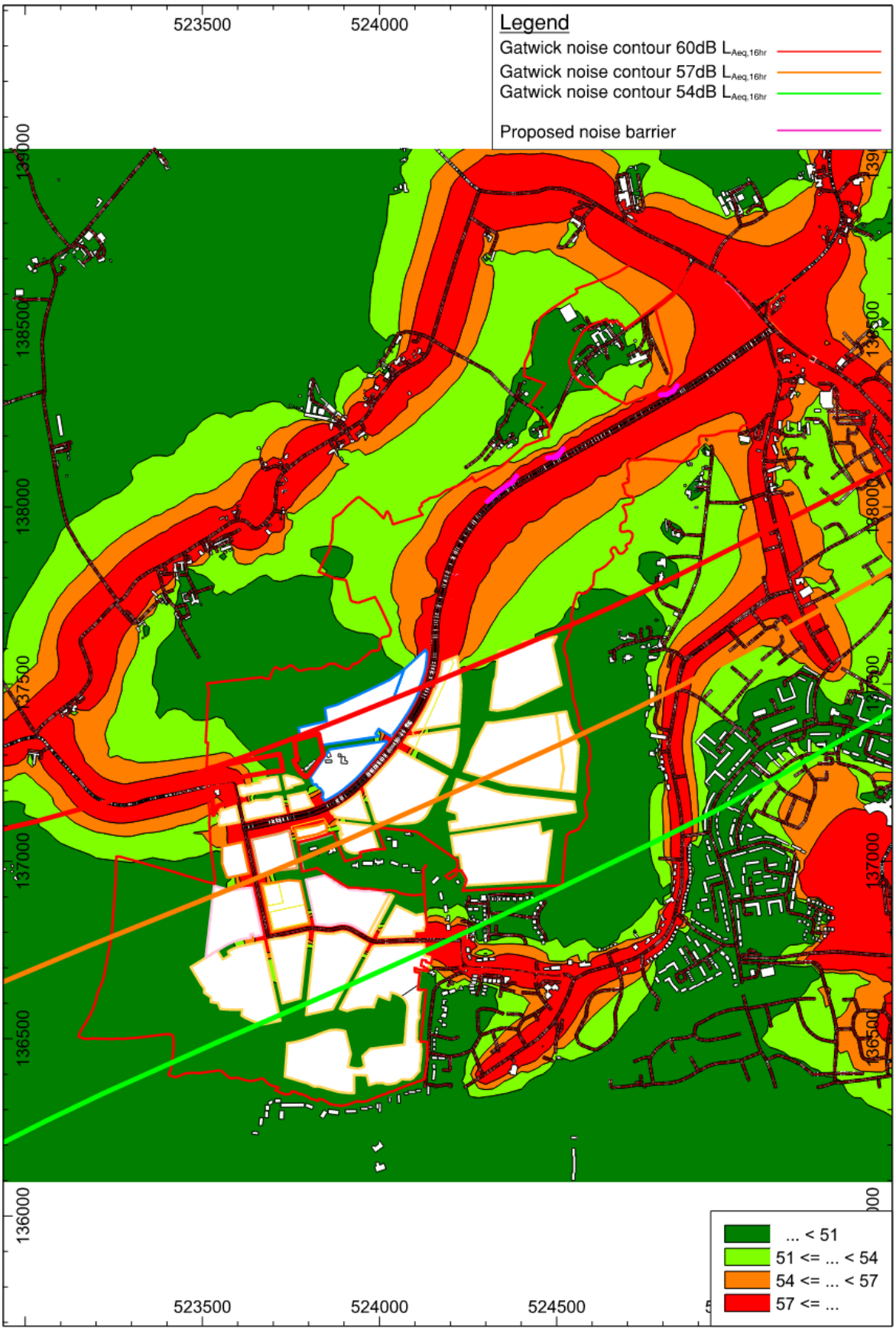

Figure 4.3: 2041 Do Something Future Baseline with Development - External Amenity Banding

4.2 Site Suitability for School Development

Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours, both school plots would sit within the 54-57 dB $L_{Aeq,16hour}$ contour.

Noise levels in unoccupied playgrounds, playing fields and other outdoor areas would be likely to be 54-57 dB $L_{Aeq,T,}$ and therefore the 55 dB $L_{Aeq,30min}$ guidance level would likely be exceeded in some areas, subject to the design of the school sites.

It is not expected that noise levels in areas for outdoor teaching activities would be below 50 dB $L_{Aeq,30min}$. Subject to the design of the school sites and the future aircraft routes, it may be possible to provide screening of some aircraft noise to outdoor teaching areas.

BB93 states "*Where external ambient free field noise levels at the facade expressed as the LAeq,30mins, do not exceed the IANL figures given in Table 1 by more than 16 dB for single sided ventilated spaces and 20 dB for cross ventilated or roof ventilated spaces, the criteria for natural ventilation can usually be achieved. However, the ventilation strategy still requires appropriate design of façade openings, height differences between low and high level openings, corridor transfer vents/stacks, etc, to limit the required façade open areas appropriately*."

Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours, the external noise levels on the school sites are expected to be 54-57 dB $L_{Aeq,T}$.

Based on internal noise levels of 40 dB $L_{Aeq,30mins}$ in general teaching classrooms, natural ventilation may be suitable as a ventilation strategy where external noise levels are approximately 56 dB $L_{Aeq,30mins}$ for single sided ventilated spaces and up to 60 dB $L_{Aeq,30mins}$ for cross ventilated or roof ventilated spaces.

The Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours do not provide a direct comparison of noise levels on Site for school development, as the contours show the equivalent continuous A-weighted noise levels over a 16-hour daytime period, and the BB93 criteria are expressed in terms of the equivalent continuous A-weighted noise levels over a 30-minute daytime period. The external noise levels on Site could be slightly higher when determined over a 30-minute period, than over a 16-hour period.

Based on the predicted noise levels on site from road traffic and aircraft noise sources, and using standard double glazing of approximately R_w 30 dB along with suitable designed ventilation strategies, it is expected that the upper limits for the indoor ambient noise levels in schools can be achieved.

4.3 Site Suitability for Commercial Use

Considering the Gatwick Airport Second Runway Option 3 (Wide Spaced Mixed Mode) No EATs 2040 L_{eq} 54-72 dB(A) Contours and predicted road traffic noise, the mixed use /employment land exposed to the highest level of external noise is the employment land north of the CWMMC. This area sits within the 60-63 dB $L_{Aeq,16hour}$ contour, and experiences road traffic noise levels of up to 70 dBA at the most exposed façade.

The most onerous internal ambient noise level for this use type (cellular offices / meeting rooms) is expected to be achieved at this worst-case location with a mechanical ventilation strategy and a façade with an overall sound insulation performance of approximately R_w 35-40 dB.

APPENDIX 12.6: ROAD TRAFFIC DATA AND CALCULATION OF ROAD TRAFFIC NOISE

Appendix 12.6
Road Traffic Data and Calculation of Road Traffic Noise

1. Methodology

Road traffic noise levels have been calculated in accordance with the data provided by the Traffic Consultant. Baseline and future road traffic noise levels have been calculated using the Annual Average Weekday Traffic (18-hour AAWT) data for the following scenarios:

- Scenario 1: Existing Baseline (2025);
- Scenario 2: Future Baseline Do Minimum + Committed Developments (2029);
- Scenario 3: Future Baseline So Something + Committed Developments (2029);
- Scenario 4: Future Baseline Do Minimum + Committed Developments (2041);
- Scenario 5: Future Baseline So Something + Committed Developments (2041);

The calculation method of CRTN is only applicable for 18-hour flows of over 1000. Any road links with an 18-hour flow of less than 1000 have been omitted from this assessment or labelled as "Not Applicable".

The following abbreviations are used within this Technical Appendix.

Abbreviation	Description
DM	Do Minimum
DMOY	Do Minimum Opening Year
DMFY	Do Minimum Future Year
DS	Do Something
DSOY	Do Something Opening Year
DSFY	Do Something Future Year
HGV	Heavy Goods Vehicle

2. Results

2.1 Change in Basic Noise Level

The following table presents the change in BNL for all road links considered in this assessment for operational development effects.

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
1	Rusper Road, W of Link Road	-2.9	0.7	1.1
3	Bonnets Lane	-1.9	-1.1	-1
4	Charlwood Road, N of Link Road	0.5	0.9	1.6
2	Ifield Avenue, S of Link Road	-2.6	-0.6	0.9
10	A24, Horsham NW	0	0.2	0.3
23	A263, Horsham N	-0.1	0.2	0.2
8 / 48	Harwood Road, Horsham SE	0.1	0.6	0.3
A1	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	0.1	0.3	0.3
A10	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	0.1	1.1	0.8

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A100	A264, Tollgate Hill to M23 J11	-0.1	0	0
A101	A264, w of Faygate Lane	0	0.3	0.1
A102	A272, A281 Long Hill to A23	0	0.3	0.3
A103	A272, w of A281 Long Hill	0	0.3	0.1
A104	A281 Long Hill, n of A272	0	0.3	0.2
A105	A281 Queen Street, n of B2115	0	0.3	0.2
A106	Albion Way, Horsham	0	3.2	3.1
A107	Ashdown Dr, Tilgate Wat to Titmus Dr	0.1	0.4	0.1
A108	B2036 Balcombe Rd, n of B2037 Antlands La	0.1	0.9	0.8
A109	B2036 Balcombe Rd, n of Fernhill Rd	0.1	1	0.9
A11	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	0.1	1.1	0.8
A110	B2036 Balcombe Rd, n of Fernhill Rd	0.1	1	0.9
A111	B2036 London Rd, B2110 Paddockhurst Rd to High St	0	0.3	0.3
A112	B2037 Antlands La, Balacombe Rd to Shipley Bridge La	0.1	1.5	1.4
A113	B2110 Handcross Rd, w of A23	0.1	0.2	0.1
A114	B2110 High Beeches La, e of A23	0	0.4	0.4
A115	B2110 Turners Hill Rd, Paddockhurst Rd to B2028	0	0.4	0.3
A116	B2114 Brighton Rd, n of Horsham Rd	0.2	0.3	0.1
A117	B2114 Brighton Rd, n of Horsham Rd	0.2	0.3	0.1
A118	B2114 Brighton Rd, n of Horsham Rd	0.2	0.3	0.1
A119	B2114 Brighton Rd, n of Horsham Rd	0.2	0.3	0.1
A12	A2011 Crawley Ave, wb from Hazelwick Rbt to Tushmore Gyratory	0.1	0.3	0.1
A120	B2195 Crawley Rd, A264 to Forest Rd	0	0.7	0.5
A121	Bewbrush Dr, Mowbray Dr to Horsham Rd	0.1	0.8	0.6
A122	Breezehurst Dr, n of Horsham Rd	0.2	1.5	0.3
A123	Brighton Rd, Downland Dr to Southgate Dr	0.1	0.5	0.2
A124	Brighton Rd, n of Goffs Park Rd	0.1	0.7	0.3
A125	Brighton Rd, n of Goffs Park Rd	0.1	0.7	0.3
A126	Brighton Rd, n of Perryfield Rd	0.1	0.5	0.3
A127	Brighton Rd, n of Perryfield Rd	0.1	0.5	0.3
A128	Brighton Rd, north of M23 J11	0.1	0.5	0.2

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A129	Brighton Rd, s of Downland Dr	0.1	0.7	0.3
A13	A2044 Northgate Ave, n of Giles Dr	0.2	0.8	0.1
A130	Brighton Rd, s of Downland Dr	0.1	6.3	6
A131	Brighton Rd, s of Goffs Park Rd	0.1	0.6	0.3
A132	Brighton Rd, s of Goffs Park Rd	0.1	0.6	0.3
A133	Brighton Rd, s of M23 J11	0.1	0.2	0.1
A134	Brighton Rd, s of M23 J11	0.1	0.2	0.1
A135	Brighton Rd, s of Springfield Rd	0.1	0.3	0.2
A136	Brighton Road, Springfield Road to Station Way	0.1	0.5	0.2
A137	Brighton Road, Springfield Road to Station Way	0.1	0.5	0.2
A138	Brookhill Rd, n of A264 Copthorne Way	0	1.1	1.1
A139	Brookhill Rd, s of Shipley Bridge Lane	0	1	0.9
A14	A2044 Northgate Ave, s of Woodfield Rd	0	0.6	0.1
A140	Charlwood Rd, Bonnets La to Old Brighton Road S (airport perimeter)	-0.3	3.5	3.3
A141	Rusper High Street, East St to Capel Road	-0.1	3.4	3.4
A142	Rusper Road, north of Capel Street	0.1	0.6	0.6
A143	College Rd, Haslett Ave E to Northgate Ave Rbt	0	0.3	0.3
A144	College Rd, Haslett Ave E to Northgate Ave Rbt	0	0.3	0.3
A145	College Rd, Haslett Ave E to Northgate Ave Rbt	0	0.3	0.3
A146	College Rd, Haslett Ave E to Northgate Ave Rbt	0	0.3	0.3
A147	College Rd, Station Way to Haslett Ave E	0	0.3	0.2
A148	College Rd, Station Way to Haslett Ave E	0	0.3	0.2
A149	College Rd, Station Way to Haslett Ave E	0	0.3	0.2
A15	A2044 Northgate Ave, n of Woodfield Rd	0	0.6	0.2
A150	Copthorne Rd, Old Hollow to A264 Copthorne Way	0.1	0.9	0.8
A151	Copthorne Rd, Old Hollow to A264 Copthorne Way	0.1	0.9	0.8
A152	Entrance to Gatwick Airport off Aiport Way	0	1.3	1.2
A153	Entrance to Gatwick Airport off Aiport Way	0	1.6	1.5
A154	Ewhurst Rd, West Green Dr to Ifield Ave	-0.1	0.4	0.4

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A155	Fleming Way, Faraday Rd to Newton Rd	0.2	2	1.7
A156	Fleming Way, London Rd to Faraday Rd	0	1.2	1
A157	Fleming Way,west of Faraday Rd	0.1	1.7	1.4
A158	Fleming Way, London Rd to Faraday Rd	0	1.2	1
A159	Forest Rd, e of Tower Rd	0.2	0.4	0.1
A16	Hazelwick Ave, Haslett Ave E to Hazelwick Rd	0	0.4	0.4
A160	Forest Rd, e of Tower Rd	0.2	0.4	0.1
A161	Gales Dr, A2004 Northgate Ave to Mitchells Road	0.1	0.3	0.1
A162	Harwood Rd, s of Forest Rd	0.1	0.6	0.3
A163	Haslett Ave E, College Rd to Three Bridges Rd	0.1	0.5	0.1
A164	Haslett Ave E, College Rd to Three Bridges Rd	0.1	0.5	0.1
A165	Haslett Ave E, e of Hazelwick Ave	0	0.3	0.2
A166	Haslett Ave E, Three Bridges Rd to Hazelwick Ave	0.1	0.3	0.2
A167	Haslett Ave E, Williams Way to Station Hill	0.1	0.3	0.3
A168	Haslett Ave E, Williams Way to Station Hill	0.1	0.3	0.3
A169	Hawth Ave, Weald Rd to Haslett Ave E	0.1	0.3	0.2
A17	Hazelwick Ave, Hazelwick Rd to The Birches	0	0.5	0.4
A170	High Street, Station Way to Pegler Way	0.2	0.8	0.3
A171	Horsham Rd slip to A23 Crawley Ave (1-way)	-0.1	0.5	0.3
A172	Horsham Rd, Church St to Springfield Rd	0.2	0.6	0.2
A173	Horsham Rd, Church St to Springfield Rd	0.2	0.6	0.2
A174	Horsham Rd, Ifield Rd to Church St	0.2	0.6	0.3
A175	Horsham Rd, s of Springfield Rd	0.2	0.4	0.2
A176	Horsham Rd, w of B2114 Brighton Rd (under M23)	0.2	0.3	0.1
A177	Ified Ave, Ifield Dr to Stagelands	-0.1	1	0.5
A178	Ified Ave, Stagelands to Warren Dr	0.2	1.1	0.9
A179	Ifield Ave, A23 Crawley Ave to Ewhurst Rd	0	0.4	0.5
A18	Hazelwick Ave, Hazelwick Rd to The Birches	0	0.5	0.4

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A180	Ifield Ave, e of Town Barn Rd	0.1	0.7	0.6
A181	Ifield Ave, Ewhurst Rd to Town Barn Rd	0.1	0.7	0.6
A182	Ifield Ave, Ewhurst Rd to Town Barn Rd	0.1	0.7	0.6
A183	Ifield Ave, Ifield Dr to Crawley Ave	-0.3	0.3	0.3
A184	Ifield Ave, w of A2219 London Road	0.1	0.7	0.6
A185	Ifield Ave, w of A2219 London Road	0.1	0.7	0.6
A186	Ifield Ave, Warren Dr to Ifield Green	0.5	2.7	1.4
A187	Ifield Rd, w of Ifield Rbt	0.1	0.5	0.2
A188	Ifield Rd, w of Ifield Rbt	0.2	0.6	0.3
A189	Ifield Wood	0.3	1.3	0.5
A19	Hazelwick Ave, The Birches to Bycroft Way	-0.1	0.4	0.4
A190	London Rd nb, s of Airport Way	0.1	-0.6	-0.6
A191	London Rd nb, s of Airport Way	0.1	-0.6	-0.6
A192	London Rd nb, s of Airport Way	0.1	-0.6	-0.6
A193	London Rd nb, s of Airport Way	0.1	-0.6	-0.6
A194	London Rd sb, s of Airport Way	-0.1	0.6	0.5
A195	London Rd sb, s of Airport Way	-0.1	0.6	0.5
A196	London Rd sb, s of Airport Way	-0.1	0.6	0.5
A197	London Rd sb, s of Airport Way	-0.1	0.6	0.5
A198	London Rd sb, s of Manor Royal	0	0.7	0.5
A199	London Rd sb, s of Manor Royal	0	0.7	0.5
A2	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	0.1	0.4	0.3
A20	Hazelwick Ave, The Birches to Bycroft Way	-0.1	0.4	0.4
A200	London Rd, e of Gatwick Rd	0	0.2	0.1
A201	London Rd, Fleming Way to Lowfield Heath Rbt	0.3	0.7	0.2
A202	London Rd, Fleming Way to Lowfield Heath Rbt	0.3	0.7	0.2
A203	London Rd, Fleming Way to Martyrs Ave	0.1	0.5	0.3
A204	London Rd, Fleming Way to Martyrs Ave	0.1	0.5	0.3
A205	London Rd, Fleming Way to Martyrs Ave	0.1	0.5	0.3
A206	London Rd, Fleming Way to Martyrs Ave	0.1	0.5	0.3
A207	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	-0.1	0	-0.1
A208	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	-0.1	0	-0.1

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A209	London Rd, Martyrs Ave to Manor Royal	0.2	0.7	0.4
A21	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	0	0.4	0.3
A210	London Rd, s of Manor Royal	0.2	0.7	0.5
A211	London Rd, s of Manor Royal NB (1-way)	0.2	0.5	0.3
A212	London Rd, s of Manor Royal NB (1-way)	0.2	0.5	0.3
A213	London Rd, s of Tushmore Gyratory	0.1	0.4	0.2
A214	M23 J11 circulatory - passing Brighton rd	0	0.4	0.4
A215	M23 J11 circulatory (1-way) - nb on-slip to sb off-slip	0.1	0.4	0.1
A216	M23 J11 circulatory (1-way) - sb off-slip to Brighton Rd S	0.1	0.3	-0.1
A217	M23 J11 roundabout from Brighton Rd	0.4	0.7	0.2
A218	M23 J11 roundabout to Brighton Rd	0.1	0.5	0.3
A219	M23 nortbound, J11 to J10a	0	0.4	0.3
A22	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	0	0.1	0.2
A220	M23 northbound, J11 to J10a	0	0.4	0.3
A221	M23 northbound off slip, J11 (1-way)	0	0.2	0.2
A222	M23 northbound off slip, J11 (1-way)	0	0.2	0.2
A223	M23 northbound off slip, J9 (1-way)	0	1.4	1.4
A224	M23 northbound off slip, J9 (1-way)	0	1.4	1.4
A225	M23 northbound off-slip, J10	-0.1	-0.1	-0.1
A226	M23 northbound on slip, J10	0	0.6	0.6
A227	M23 northbound on slip, J11 (1-way)	0.1	0.6	0.5
A228	M23 northbound on slip, J11 (1-way)	0.1	0.6	0.5
A229	M23 northbound slip to M23 Spur	0	1	1
A23	Hazelwick Ave, nb slip road to Hazelwick Rbt	-0.2	-0.5	-0.5
A230	M23 northbound, J10 to J9	0	0.6	0.6
A231	M23 northbound, J10 to J9	0	0.6	0.6
A232	M23 northbound, J11 to J10a	0	0.4	0.3
A233	M23 northbound, J10A to J10	0	0.4	0.4
A234	M23 northbound, J10A to J10	0	0.4	0.4
A235	M23 northbound, s of J11	-0.1	0.2	0.2
A236	M23 northbound, s of J11	-0.1	0.2	0.2
A237	M23 northbound, through J10	0	0.6	0.5

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A238	M23 Spur wb, w of M23 J9	0	2.1	2
A239	M23, s of M25	0.1	0.2	0.2
A24	Hazelwick Ave, nb slip road to Hazelwick Rbt	-0.2	-0.5	-0.5
A240	M25, w of M23	0	0.4	0.3
A241	Mitchells Road, Gales Dr to Three Bridges Rd	0	0.3	0
A242	Old Brighton Rd S, n of Charlwood Rd	-0.7	1.3	1.5
A243	Old Brighton Rd S, s of Charlwood Rd	-0.1	0.6	0.4
A244	Parkgate Rd, e of Rusper Rd	0	1.1	1
A245	Pegler Way, Ifield Rd to High Street	0.2	0.7	0.3
A246	Pegler Way, n of Ifield Rbt	0.3	0.8	0.3
A247	Pegler Way, n of Ifield Rbt (1-way)	0.4	1	0.4
A248	Pegler Way, n of Ifield Rbt (1-way)	0.4	1	0.4
A249	Pegler Way, s of Ifield Rbt	0.1	0.6	0.3
A25	Hazelwick Rbt, north-south through	0.1	0.7	0.6
A250	Rusper Rd, e of Faygate Lane	-0.3	0.9	0.8
A251	Shipley Bridge La, s of B2037 Antlands La	0.3	3.8	3.7
A252	Shipley Bridge La, s of B2037 Antlands La	0.3	3.8	3.7
A253	Southgate Ave, Hawth Ave to Southgate Dr	0	0.3	0.1
A254	Southgate Ave, s of Hawth Ave	0	0.4	0.2
A255	Southgate Ave, s of Hawth Ave	0	0.4	0.2
A256	Southgate Dr, Brighton Rd to Wakehurst Dr	0	0.3	0.1
A257	Southgate Dr, Brighton Rd to Wakehurst Dr	0	0.3	0.1
A258	Southgate Dr, Brighton Rd to Wakehurst Dr	0	0.3	0.1
A259	Southgate Dr, Wakehurst Dr to Brewer Rd	0	0.4	0.1
A26	Hazelwick Rbt, north-south through	0.1	0.7	0.6
A260	Stagelands, n of Ifield Ave	0	0.6	0.3
A261	Station Way, College Rd to Friary Way	0	0.4	0.2
A262	Station Way, College Rd to Friary Way	0	0.4	0.2
A263	Station Way, College Rd to Friary Way	0	0.4	0.2
A264	Station Way, College Rd to Friary Way	0	0.4	0.2

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A265	Station Way, College Rd to Friary Way	0	0.4	0.2
A266	Station Way, Friary Road to Station Road	0.1	0.7	0.3
A267	Station Way, Friary Road to Station Road	0.1	0.7	0.3
A268	Station Way, Friary Road to Station Road	0.1	0.7	0.3
A269	Station Way, Station Road to Brighton Road (1-way)	0.2	0.8	0.3
A27	Hazelwick Rbt, circulatory - Hazelwick Ave to Northgate Ave	0	0.3	0.2
A270	Sullivan Dr, e of Barlow Rd	0.5	1	0.5
A271	Sullivan Dr, n of Horsham Rd	0.4	0.8	0.4
A272	Sullivan Dr, n of Horsham Rd	0.4	0.8	0.4
A273	Three Bridges Road, e of Haslett Ave E	0.1	0.3	0.1
A274	Three Bridges Road, e of Haslett Ave E	0.1	0.3	0.1
A275	Tollgate Hill, Woodmans Hill to A264	0	0.4	0.3
A276	Tollgate Hill, Woodmans Hill to A264	0	0.4	0.3
A277	Tower Rd, A264 to Forest Rd	0.3	0.6	0.4
A278	Tushmore Gyratory, circulatory - London Rd N to A2011 E	0	0.3	0.1
A279	Tushmore Gyratory, circulatory - A2011 E to London Rd S	0.1	0.4	0.2
A28	Hazelwick Rbt, circulatory - Northgate Ave to A2011	0	0.3	0.2
A280	Tushmore Gyratory, circulatory - London Rd S to A2011 W	0.2	0.8	0.5
A281	Tushmore Gyratory, circulatory - passing Langley Drive	0.2	0.5	0.3
A282	West Green Dr, n of Ifield Rbt	0.2	0.6	0.4
A283	West Green Dr, n of Ifield Rbt	0.2	0.6	0.4
A284	Woodfield Rd, s of Kilnmead	0.1	0.5	0.2
A285	Woodmans Hill	-0.1	0.4	0.3
A29	Hazelwick Rbt, circulatory - A2011 to Gatwick Rd	0.1	0.6	0.5
A3	A2011 Crawley Ave, Balacombe Rd to M23 J10	0	0.6	0.6
A30	Hazelwick Rbt, circulatory - passing Gatwick Rd	0.1	0.7	0.6
A31	Hazelwick Rbt, circulatory - Gatwick Rd to A2011	0.1	0.7	0.5
A32	Hazelwick Rbt, circulatory - A2011 to Hazelwick Ave	0	0.5	0.2
A33	Hazelwick Rbt, circulatory - passing Hazelwick Ave	0.1	0.6	0.3
A34	M23 Spur wb, e of Airport Way rbt	0	2	1.9

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A35	M23 Spur wb, e of Airport Way rbt	0	2	1.9
A36	M23 Spur wb, e of Airport Way rbt	0	2	1.9
A37	M23 Spur wb, e of Airport Way rbt	0	2	1.9
A38	Airport Road rbt, east-west through	-0.1	1.3	1.2
A39	London Rd wb, Airport Way to Longbridge Rbt	0.1	1	0.9
A4	A2011 eb slip to M23 J10	0	1	0.9
A40	London Rd wb, Airport Way to Longbridge Rbt	0.1	1	0.9
A41	London Rd wb, Airport Way to Longbridge Rbt	0.1	1	0.9
A42	London Rd wb, Airport Way to Longbridge Rbt	0.1	1	0.9
A43	London Rd eb, Longbridge Rbt to Airport Way	-0.1	-0.5	-0.7
A44	Victoria Rd, n of Russels Cres	0.2	1.5	1.4
A45	Victoria Rd, Russels Cres to Balcombe Rd	0.2	1.7	1.6
A46	Victoria Rd, Russels Cres to Balcombe Rd	0.2	1.7	1.6
A47	Victoria Rd, Russels Cres to Balcombe Rd	0.2	1.7	1.6
A48	Victoria Rd, Russels Cres to Balcombe Rd	0.2	1.7	1.6
A49	Balcombe Rd, Victoria Rd to M23 Spur	0.2	1	1
A5	A2011 wb slip off M23 J10	0	0.2	0.1
A50	Balcombe Rd, Victoria Rd to M23 Spur	0.2	1	1
A51	A2004 Northgate Ave, College Rd to Gales Dr	0.1	0.6	0.2
A52	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	0.1	0.7	0.2
A53	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	0.1	0.7	0.2
A54	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	0.1	0.7	0.2
A55	A2004 Southgate Ave NB, s of Station Way	0	0.5	0.3
A56	A2004 Southgate Ave NB, s of Station Way	0	0.5	0.3
A57	A2004 Southgate Ave NB, s of Station Way	0	0.5	0.3
A58	A2004 Southgate Ave NB, s of Station Way	0	0.5	0.3

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A59	A2004 Southgate Ave SB, s of Station Way	0.1	0.5	0.3
A6	Gatwick Rd, nb slip off Hazelwick Rbt	0	0.5	0.4
A60	A2004 Southgate Ave SB, s of Station Way	0.1	0.5	0.3
A61	A2004 Southgate Ave SB, s of Station Way	0.1	0.5	0.3
A62	A2004 Southgate Ave SB, s of Station Way	0.1	0.5	0.3
A63	A2004 Southgate Ave, A23 Crawley Ave to Brighton Rd	0	0.4	0.2
A64	A2011 Crawley Ave link to B2036 Balacombe Rd	0.1	0.7	0.6
A65	A2011 Crawley Ave link to B2036 Balacombe Rd	0.1	0.7	0.6
A66	A217, e of Reigate Rd (Tesco)	0	0	-0.2
A67	A217, e of Reigate Rd (Tesco)	0	0	-0.2
A68	A217, entrance to Tesco	0.1	0	-0.2
A69	A2219 High Street, n of Northgate Rd	0.2	1	0.3
A7	Gatwick Rd, s of Napier Way	0	0.8	0.7
A70	A2219 High Street, n of Northgate Rd	0.2	1	0.3
A71	A2219 High Street, Northgate Rd to Pegler Way	0.4	1.2	0.4
A72	A2219 High Street, s of The Boulevard (1-way)	0.1	0.7	0.1
A73	A2219 London Rd, Kilnmead to Ifield Avenue	0.3	0.9	0.4
A74	A2219 London Road, Barnfield Rd to Tushmore Gyratory	0.1	0.4	0.2
A75	A2219 London Road, Kilnmead to Barnfield Road	0.1	0.4	0.2
A76	A2219 London Road, Kilnmead to Barnfield Road	0.1	0.4	0.2
A77	A2219 London Road, Kilnmead to Barnfield Road	0.1	0.4	0.2
A78	A2219 London Road, Kilnmead to Barnfield Road	0.1	0.4	0.2
A79	A2219, High Street to Pegler Way (1-way)	0.1	0.6	0.1
A8	Gatwick Rd, n of Napier Way	0	0.8	0.7
A80	A2219, High Street to Pegler Way (1-way)	0.1	0.6	0.1
A81	A2220 Copthorne Rd, e of B2036 Balcombe Rd	0	0.9	0.8
A82	A2220 Copthorne Rd, e of B2036 Balcombe Rd	0	0.9	0.8
A83	A23 Brighton Rd, s of Tilgate Dr	0.1	0.5	0.2
A84	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	0.1	0.5	0.2

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
A85	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	0.1	0.5	0.2
A86	A23 Crawley Ave, Gossops Dr to Ifield Ave	0.1	0.3	0.2
A87	A23 Crawley Ave, Gossops Dr to Ifield Ave	0.1	0.3	0.2
A88	A23 Crawley Ave, Gossops Dr to Ifield Ave	0.1	0.3	0.2
A89	A23 Crawley Ave, Horsham Rd to Gossops Dr	-0.1	0.3	0.3
A9	Gatwick Rd, n of Napier Way	0	0.7	0.6
A90	A23 Crawley Ave, Horsham Rd to Gossops Dr	-0.1	0.3	0.3
A91	A23 London Rd, nb from Tushmore Gyratory	0.2	0.6	0.4
A92	A23 London Rd, sb to Tushmore Gyratory	0	0.7	0.6
A93	A264 Horsham Rd, w of Sullivan Dr	0	0.2	0.1
A94	A264, e of Faygate Lane	0	0.2	0.1
A95	A264, e of new CWL	0	0.2	0.1
A96	A264, Horsham Rd to Tollgate Hill	-0.1	0.4	0.2
A97	A264, Kilnwood Vale	0	0.2	0.2
A98	A264, Tollgate Hill to M23 J11	0	0.7	0.4
A99	A264, Tollgate Hill to M23 J11	-0.1	0.3	0.2
B1	Hyde Road, South Rusper Road	0	0.3	0.2
B2	Rusper Road, South of Parham Road	-1.8	-0.8	1.1
B3	Ifield Green	-2.3	-1.8	0.6
B4	Crawley Avenue	0	0.2	0.1
CR 105	London Road, n of A2011 roundabout (no 102)	0.1	0.7	0.5
CR100	Horsham Road Level Crossing	0.1	0.5	0.2
CR101	A2220 Horsham Road	0	0.2	0.2
CR102	A23 Brighton Road, Pease Pottage Hill	0.1	0.5	0.2
CR103	St Mary's Drive	0	0.3	0.2
CR106	London Road (no 147)	0.2	0.8	0.5
CR107	Rusper Road	-1.7	-1.4	0.8
CR108/CR110	Station Way, Belgrave House	0.1	0.6	0.3
CR109	Station Way	0.1	0.6	0.3
CR111	Station Way, Taj car park (one way)	0.2	0.8	0.3
CR4	Balcombe Road, close to Headley Close (not modelled)	0	0.2	0.1
CR48	London Road, s of Lowfield Heath Roundabout	0.3	0.7	0.2

Link ID	Description	Change in Basic Noise Level, dB $L_{A10,18hour}$		
		DMOY vs DSOY	DMOY vs DSFY	Non-proect Change
CR49	Charlwood Road, airport boundary	-0.3	0.3	0
CR50	London Road, w of Gatwick Roundabout	0	0.1	-0.1
CR51-51, CA2	B2036 Balcombe Road, s of M23	0.1	1.9	1.8
CR60	Peglar Way (one-way)	0.4	1	0.4
CR62/CR69	A2011, w of Hazelwick Roundabout (Tinsley Close)	0	0.6	0.5
CR64	A2004 Northgate Ave, s of Hazelwick Roundabout	0	0.6	0.2
CR66	Crighton Road (rail crossing)	0.1	0.5	0.2
CR74	Radford Road, Tinsley Green	0	0.6	0.5
CR75	Steers Lane, s of Radford Road	0	0.3	0.3
CR76/CR77	Hazelwick Avenue, s of Hazelwick Roundabout	0	0.4	0.3
CR78	Slip road, M23 J10 to A2011 (Ferndown)	-0.1	-0.1	-0.1
CR79	A2011 Crawley Avenue, w of M23 J10 (St Hildas Close)	0	0.6	0.6
CR80	M23 J10-J10A (Saxon Road)	0	0.2	0.2
CR81	M23 J10A-J11 (Bolton Road)	0	0.2	0.1
CR86	The Boulevard	0.1	0.5	0.3
CR87	The Broadway	0	0.3	0.3
CR88	Crawley Avenue (Filbert Crescent)	0.1	0.3	0.2
CR89	A2011, w of London Road (Dalewood Gardens	0.2	0.8	0.6
CR91	Hazelwick Avenue, n of Haslett Avenue	0	0.5	0.4
CR94	Haslett Avenue (Station Hill)	0.1	0.3	0.3
CR95	Haslett Avenue	0	0.3	0.3
CR96	Worth Park Avenue (junior school)	0.1	0.5	0.4
CR97	Haslett Avenue (Daisy Chain)	0	0.3	0.2
CR98	Gatwick Road	0	0.3	0.2
CR99	Weald Drive (Furnace Farm Road)	0.2	0.6	0.2

2.2 Predicted Basic Noise Level

The following table presents the calculated in BNL for all road links considered in this assessment for both demolition and construction, and operational development effects.

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
1	Rusper Road, W of Link Road	64.6	65.1	62.2	66.2	65.8
3	Bonnets Lane	69.8	69.7	67.8	68.7	68.6
4	Charlwood Road, N of Link Road	70.7	68.8	69.3	70.4	69.7
2	Ifield Avenue, S of Link Road	67.7	70.4	67.8	71.3	69.8
10	A24, Horsham NW	79.5	79.4	79.4	79.7	79.6
23	A263, Horsham N	79.5	79.6	79.5	79.8	79.8
8 / 48	Harwood Road, Horsham SE	71.4	72.3	72.4	72.6	72.9
A1	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	80.5	80.1	80.2	80.4	80.4
A10	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	74.3	75.1	75.2	75.9	76.2
A100	A264, Tollgate Hill to M23 J11	76.7	77	76.9	77	77
A101	A264, w of Faygate Lane	79.3	79.9	79.9	80	80.2
A102	A272, A281 Long Hill to A23	75.3	75.3	75.3	75.6	75.6
A103	A272, w of A281 Long Hill	75.3	75.3	75.3	75.4	75.6
A104	A281 Long Hill, n of A272	76.4	76.1	76.1	76.3	76.4
A105	A281 Queen Street, n of B2115	77	76.9	76.9	77.1	77.2
A106	Albion Way, Horsham	70.5	68	68	71.1	71.2
A107	Ashdown Dr, Tilgate Wat to Titmus Dr	70.6	71.3	71.4	71.4	71.7
A108	B2036 Balcombe Rd, n of B2037 Antlands La	74.5	75.5	75.6	76.3	76.4
A109	B2036 Balcombe Rd, n of Fernhill Rd	74.5	74.9	75	75.8	75.9
A11	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	74.3	75.1	75.2	75.9	76.2
A110	B2036 Balcombe Rd, n of Fernhill Rd	74.5	74.9	75	75.8	75.9
A111	B2036 London Rd, B2110 Paddockhurst Rd to High St	77.6	77.9	77.9	78.2	78.2
A112	B2037 Antlands La, Balacombe Rd to Shipley Bridge La	72.3	72.9	73	74.3	74.4
A113	B2110 Handcross Rd, w of A23	71.4	70.9	71	71	71.1
A114	B2110 High Beeches La, e of A23	73.8	73.7	73.7	74.1	74.1
A115	B2110 Turners Hill Rd, Paddockhurst Rd to B2028	76.2	76.8	76.8	77.1	77.2
A116	B2114 Brighton Rd, n of Horsham Rd	70	75	75.2	75.1	75.3
A117	B2114 Brighton Rd, n of Horsham Rd	70	75	75.2	75.1	75.3

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A118	B2114 Brighton Rd, n of Horsham Rd	70	75	75.2	75.1	75.3
A119	B2114 Brighton Rd, n of Horsham Rd	70	75	75.2	75.1	75.3
A12	A2011 Crawley Ave, wb from Hazelwick Rbt to Tushmore Gyratory	73.6	72.9	73	73	73.2
A120	B2195 Crawley Rd, A264 to Forest Rd	71.6	70.3	70.3	70.8	71
A121	Bewbrush Dr, Mowbray Dr to Horsham Rd	65.5	65.2	65.3	65.8	66
A122	Breezehurst Dr, n of Horsham Rd	62.5	63.3	63.5	63.6	64.8
A123	Brighton Rd, Downland Dr to Southgate Dr	67	68.3	68.4	68.5	68.8
A124	Brighton Rd, n of Goffs Park Rd	63.7	65.3	65.4	65.6	66
A125	Brighton Rd, n of Goffs Park Rd	63.7	65.3	65.4	65.6	66
A126	Brighton Rd, n of Perryfield Rd	64.7	66.2	66.3	66.5	66.7
A127	Brighton Rd, n of Perryfield Rd	64.7	66.2	66.3	66.5	66.7
A128	Brighton Rd, north of M23 J11	71.7	71.4	71.5	71.6	71.9
A129	Brighton Rd, s of Downland Dr	65.7	66.2	66.3	66.5	66.9
A13	A2044 Northgate Ave, n of Giles Dr	68.8	68	68.2	68.1	68.8
A130	Brighton Rd, s of Downland Dr	65.7	60.5	60.6	66.5	66.8
A131	Brighton Rd, s of Goffs Park Rd	64.1	65.6	65.7	65.9	66.2
A132	Brighton Rd, s of Goffs Park Rd	64.1	65.6	65.7	65.9	66.2
A133	Brighton Rd, s of M23 J11	66.1	72.2	72.3	72.3	72.4
A134	Brighton Rd, s of M23 J11	66.1	72.2	72.3	72.3	72.4
A135	Brighton Rd, s of Springfield Rd	66.1	67.2	67.3	67.4	67.5
A136	Brighton Road, Springfield Road to Station Way	65.7	66.8	66.9	67	67.3
A137	Brighton Road, Springfield Road to Station Way	65.7	66.8	66.9	67	67.3
A138	Brookhill Rd, n of A264 Copthorne Way	68.2	66.6	66.6	67.7	67.7
A139	Brookhill Rd, s of Shipley Bridge Lane	66.5	67.4	67.4	68.3	68.4
A14	A2044 Northgate Ave, s of Woodfield Rd	70	70.4	70.4	70.5	71
A140	Charlwood Rd, Bonnets La to Old Brighton Road S (airport perimeter)	70.1	66.8	66.5	70.1	70.3
A141	Rusper High Street, East St to Capel Road	68.3	65.3	65.2	68.7	68.7
A142	Rusper Road, north of Capel Street	69.6	69.6	69.7	70.2	70.2

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A143	College Rd, Haslett Ave E to Northgate Ave Rbt	69.8	68.8	68.8	69.1	69.1
A144	College Rd, Haslett Ave E to Northgate Ave Rbt	69.8	68.8	68.8	69.1	69.1
A145	College Rd, Haslett Ave E to Northgate Ave Rbt	69.8	68.8	68.8	69.1	69.1
A146	College Rd, Haslett Ave E to Northgate Ave Rbt	69.8	68.8	68.8	69.1	69.1
A147	College Rd, Station Way to Haslett Ave E	69.9	70.3	70.3	70.5	70.6
A148	College Rd, Station Way to Haslett Ave E	69.9	70.3	70.3	70.5	70.6
A149	College Rd, Station Way to Haslett Ave E	69.9	70.3	70.3	70.5	70.6
A15	A2044 Northgate Ave, n of Woodfield Rd	71.2	72	72	72.2	72.6
A150	Copthorne Rd, Old Hollow to A264 Copthorne Way	73	73.4	73.5	74.2	74.3
A151	Copthorne Rd, Old Hollow to A264 Copthorne Way	73	73.4	73.5	74.2	74.3
A152	Entrance to Gatwick Airport off Aiport Way	69.3	70.4	70.4	71.6	71.7
A153	Entrance to Gatwick Airport off Aiport Way	65.8	67.8	67.8	69.3	69.4
A154	Ewhurst Rd, West Green Dr to Ifield Ave	66.8	66.4	66.3	66.8	66.8
A155	Fleming Way, Faraday Rd to Newton Rd	65.6	65.4	65.6	67.1	67.4
A156	Fleming Way, London Rd to Faraday Rd	68.5	68.4	68.4	69.4	69.6
A157	Fleming Way,west of Faraday Rd	67	66.8	66.9	68.2	68.5
A158	Fleming Way, London Rd to Faraday Rd	68.5	68.4	68.4	69.4	69.6
A159	Forest Rd, e of Tower Rd	70.3	75.9	76.1	76	76.3
A16	Hazelwick Ave, Haslett Ave E to Hazelwick Rd	69.3	69.6	69.6	70	70
A160	Forest Rd, e of Tower Rd	70.3	75.9	76.1	76	76.3
A161	Gales Dr, A2004 Northgate Ave to Mitchells Road	66.3	68.2	68.3	68.3	68.5
A162	Harwood Rd, s of Forest Rd	71.4	72.3	72.4	72.6	72.9
A163	Haslett Ave E, College Rd to Three Bridges Rd	64.4	68	68.1	68.1	68.5
A164	Haslett Ave E, College Rd to Three Bridges Rd	64.4	68	68.1	68.1	68.5
A165	Haslett Ave E, e of Hazelwick Ave	71.9	72.6	72.6	72.8	72.9
A166	Haslett Ave E, Three Bridges Rd to Hazelwick Ave	72.3	72.5	72.6	72.7	72.8
A167	Haslett Ave E, Williams Way to Station Hill	71.7	72.3	72.4	72.6	72.6
A168	Haslett Ave E, Williams Way to Station Hill	71.7	72.3	72.4	72.6	72.6

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A169	Hawth Ave, Weald Rd to Haslett Ave E	72.1	72.2	72.3	72.4	72.5
A17	Hazelwick Ave, Hazelwick Rd to The Birches	71	71.1	71.1	71.5	71.6
A170	High Street, Station Way to Pegler Way	64.7	66.1	66.3	66.4	66.9
A171	Horsham Rd slip to A23 Crawley Ave (1-way)	72	71.6	71.5	71.9	72.1
A172	Horsham Rd, Church St to Springfield Rd	66.1	66.8	67	67	67.4
A173	Horsham Rd, Church St to Springfield Rd	66.1	66.8	67	67	67.4
A174	Horsham Rd, Ifield Rd to Church St	66	66.8	67	67.1	67.4
A175	Horsham Rd, s of Springfield Rd	67.7	67.9	68.1	68.1	68.3
A176	Horsham Rd, w of B2114 Brighton Rd (under M23)	65.2	70.3	70.5	70.4	70.6
A177	Ified Ave, Ifield Dr to Stagelands	68.4	67.3	67.2	67.8	68.3
A178	Ified Ave, Stagelands to Warren Dr	68.7	68	68.2	68.9	69.1
A179	Ifield Ave, A23 Crawley Ave to Ewhurst Rd	70.3	69.7	69.7	70.2	70.1
A18	Hazelwick Ave, Hazelwick Rd to The Birches	71	71.1	71.1	71.5	71.6
A180	Ifield Ave, e of Town Barn Rd	68.6	68.1	68.2	68.7	68.8
A181	Ifield Ave, Ewhurst Rd to Town Barn Rd	68.5	68.1	68.2	68.7	68.8
A182	Ifield Ave, Ewhurst Rd to Town Barn Rd	68.5	68.1	68.2	68.7	68.8
A183	Ifield Ave, Ifield Dr to Crawley Ave	70.1	70	69.7	70.3	70.3
A184	Ifield Ave, w of A2219 London Road	68.4	67.9	68	68.5	68.6
A185	Ifield Ave, w of A2219 London Road	68.4	67.9	68	68.5	68.6
A186	Ifield Ave, Warren Dr to Ifield Green	66.1	64.6	65.1	66	67.3
A187	Ifield Rd, w of Ifield Rbt	66.3	67.2	67.3	67.4	67.7
A188	Ifield Rd, w of Ifield Rbt	65.7	66.6	66.8	66.9	67.2
A189	Ifield Wood	68.5	67.9	68.2	68.4	69.2
A19	Hazelwick Ave, The Birches to Bycroft Way	70.8	71.1	71	71.5	71.5
A190	London Rd nb, s of Airport Way	76.8	76.8	76.9	76.2	76.2
A191	London Rd nb, s of Airport Way	76.8	76.8	76.9	76.2	76.2
A192	London Rd nb, s of Airport Way	76.8	76.8	76.9	76.2	76.2
A193	London Rd nb, s of Airport Way	76.8	76.8	76.9	76.2	76.2

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A194	London Rd sb, s of Airport Way	77.8	78.2	78.1	78.7	78.8
A195	London Rd sb, s of Airport Way	77.8	78.2	78.1	78.7	78.8
A196	London Rd sb, s of Airport Way	77.8	78.2	78.1	78.7	78.8
A197	London Rd sb, s of Airport Way	77.8	78.2	78.1	78.7	78.8
A198	London Rd sb, s of Manor Royal	71.2	71	71	71.5	71.7
A199	London Rd sb, s of Manor Royal	71.2	71	71	71.5	71.7
A2	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	75.1	74.7	74.8	75	75.1
A20	Hazelwick Ave, The Birches to Bycroft Way	70.8	71.1	71	71.5	71.5
A200	London Rd, e of Gatwick Rd	80.7	80.9	80.9	81	81.1
A201	London Rd, Fleming Way to Lowfield Heath Rbt	73.6	73.7	74	73.9	74.4
A202	London Rd, Fleming Way to Lowfield Heath Rbt	73.6	73.7	74	73.9	74.4
A203	London Rd, Fleming Way to Martyrs Ave	73.8	73.5	73.6	73.8	74
A204	London Rd, Fleming Way to Martyrs Ave	73.8	73.5	73.6	73.8	74
A205	London Rd, Fleming Way to Martyrs Ave	73.8	73.5	73.6	73.8	74
A206	London Rd, Fleming Way to Martyrs Ave	73.8	73.5	73.6	73.8	74
A207	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	74.1	73.9	73.8	73.8	73.9
A208	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	74.1	73.9	73.8	73.8	73.9
A209	London Rd, Martyrs Ave to Manor Royal	73.1	72.9	73.1	73.3	73.6
A21	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	72.4	72.7	72.7	73	73.1
A210	London Rd, s of Manor Royal	72.5	72.4	72.6	72.9	73.1
A211	London Rd, s of Manor Royal NB (1-way)	70.6	70.7	70.9	71	71.2
A212	London Rd, s of Manor Royal NB (1-way)	70.6	70.7	70.9	71	71.2
A213	London Rd, s of Tushmore Gyratory	69.2	69.8	69.9	70	70.2
A214	M23 J11 circulatory - passing Brighton rd	76.5	74.7	74.7	75.1	75.1
A215	M23 J11 circulatory (1-way) - nb on-slip to sb off-slip	77.1	76.1	76.2	76.2	76.5
A216	M23 J11 circulatory (1-way) - sb off-slip to Brighton Rd S	79.9	75.7	75.8	75.6	76
A217	M23 J11 roundabout from Brighton Rd	76.5	71.5	71.9	71.7	72.2
A218	M23 J11 roundabout to Brighton Rd	77.1	73.4	73.5	73.7	73.9

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A219	M23 nortbound, J11 to J10a	80.6	81.1	81.1	81.4	81.5
A22	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	72.4	72.7	72.7	72.9	72.8
A220	M23 northbound, J11 to J10a	80.6	81.1	81.1	81.4	81.5
A221	M23 northbound off slip, J11 (1-way)	74.8	76.8	76.8	77	77
A222	M23 northbound off slip, J11 (1-way)	74.8	76.8	76.8	77	77
A223	M23 northbound off slip, J9 (1-way)	75	76.1	76.1	77.5	77.5
A224	M23 northbound off slip, J9 (1-way)	75	76.1	76.1	77.5	77.5
A225	M23 northbound off-slip, J10	74.8	75.6	75.5	75.5	75.5
A226	M23 northbound on slip, J10	80.8	80.3	80.3	80.9	80.9
A227	M23 northbound on slip, J11 (1-way)	75.7	76.6	76.7	77.1	77.2
A228	M23 northbound on slip, J11 (1-way)	75.7	76.6	76.7	77.1	77.2
A229	M23 northbound slip to M23 Spur	75	76.1	76.1	77.1	77.1
A23	Hazelwick Ave, nb slip road to Hazelwick Rbt	65.7	64.2	64	63.7	63.7
A230	M23 northbound, J10 to J9	81.4	82.2	82.2	82.8	82.8
A231	M23 northbound, J10 to J9	81.4	82.2	82.2	82.8	82.8
A232	M23 northbound, J11 to J10a	80.6	81.1	81.1	81.4	81.5
A233	M23 northbound, J10A to J10	81.1	81.6	81.6	82	82
A234	M23 northbound, J10A to J10	81.1	81.6	81.6	82	82
A235	M23 northbound, s of J11	80.8	81.2	81.1	81.4	81.4
A236	M23 northbound, s of J11	80.8	81.2	81.1	81.4	81.4
A237	M23 northbound, through J10	80	80.3	80.3	80.8	80.9
A238	M23 Spur wb, w of M23 J9	78.6	79.2	79.2	81.2	81.3
A239	M23, s of M25	85	85.4	85.5	85.6	85.6
A24	Hazelwick Ave, nb slip road to Hazelwick Rbt	65.7	64.2	64	63.7	63.7
A240	M25, w of M23	81.9	81.4	81.4	81.7	81.8
A241	Mitchells Road, Gales Dr to Three Bridges Rd	60.7	65.3	65.3	65.3	65.6
A242	Old Brighton Rd S, n of Charlwood Rd	65.2	67.2	66.5	68.7	68.5
A243	Old Brighton Rd S, s of Charlwood Rd	69.9	70.1	70	70.5	70.7

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A244	Parkgate Rd, e of Rusper Rd	66.1	67.3	67.3	68.3	68.4
A245	Pegler Way, Ifield Rd to High Street	66.8	67.7	67.9	68	68.4
A246	Pegler Way, n of Ifield Rbt	67	68.3	68.6	68.6	69.1
A247	Pegler Way, n of Ifield Rbt (1-way)	65.2	66.5	66.9	66.9	67.5
A248	Pegler Way, n of Ifield Rbt (1-way)	65.2	66.5	66.9	66.9	67.5
A249	Pegler Way, s of Ifield Rbt	67.5	68.3	68.4	68.6	68.9
A25	Hazelwick Rbt, north-south through	69.5	71	71.1	71.6	71.7
A250	Rusper Rd, e of Faygate Lane	68.1	68	67.7	68.8	68.9
A251	Shipley Bridge La, s of B2037 Antlands La	60.1	60.9	61.2	64.6	64.7
A252	Shipley Bridge La, s of B2037 Antlands La	60.1	60.9	61.2	64.6	64.7
A253	Southgate Ave, Hawth Ave to Southgate Dr	69.6	69.6	69.6	69.7	69.9
A254	Southgate Ave, s of Hawth Ave	66.6	66.3	66.3	66.5	66.7
A255	Southgate Ave, s of Hawth Ave	66.6	66.3	66.3	66.5	66.7
A256	Southgate Dr, Brighton Rd to Wakehurst Dr	65.3	66.5	66.5	66.6	66.8
A257	Southgate Dr, Brighton Rd to Wakehurst Dr	65.3	66.5	66.5	66.6	66.8
A258	Southgate Dr, Brighton Rd to Wakehurst Dr	65.3	66.5	66.5	66.6	66.8
A259	Southgate Dr, Wakehurst Dr to Brewer Rd	65.5	66.5	66.5	66.6	66.9
A26	Hazelwick Rbt, north-south through	69.5	71	71.1	71.6	71.7
A260	Stagelands, n of Ifield Ave	68.1	67.1	67.1	67.4	67.7
A261	Station Way, College Rd to Friary Way	66.3	67	67	67.2	67.4
A262	Station Way, College Rd to Friary Way	66.3	67	67	67.2	67.4
A263	Station Way, College Rd to Friary Way	66.3	67	67	67.2	67.4
A264	Station Way, College Rd to Friary Way	66.3	67	67	67.2	67.4
A265	Station Way, College Rd to Friary Way	66.3	67	67	67.2	67.4
A266	Station Way, Friary Road to Station Road	61.9	63.1	63.2	63.4	63.8
A267	Station Way, Friary Road to Station Road	61.9	63.1	63.2	63.4	63.8
A268	Station Way, Friary Road to Station Road	61.9	63.1	63.2	63.4	63.8
A269	Station Way, Station Road to Brighton Road (1-way)	63.5	64.6	64.8	64.9	65.4

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A27	Hazelwick Rbt, circulatory - Hazelwick Ave to Northgate Ave	74.1	72.9	72.9	73.1	73.2
A270	Sullivan Dr, e of Barlow Rd	63.3	64.8	65.3	65.3	65.8
A271	Sullivan Dr, n of Horsham Rd	65.6	66.8	67.2	67.2	67.6
A272	Sullivan Dr, n of Horsham Rd	65.6	66.8	67.2	67.2	67.6
A273	Three Bridges Road, e of Haslett Ave E	63.2	66.9	67	67	67.2
A274	Three Bridges Road, e of Haslett Ave E	63.2	66.9	67	67	67.2
A275	Tollgate Hill, Woodmans Hill to A264	67.6	67.8	67.8	68.1	68.2
A276	Tollgate Hill, Woodmans Hill to A264	67.6	67.8	67.8	68.1	68.2
A277	Tower Rd, A264 to Forest Rd	0	70.4	70.7	70.8	71
A278	Tushmore Gyratory, circulatory - London Rd N to A2011 E	71	70.8	70.8	70.9	71.1
A279	Tushmore Gyratory, circulatory - A2011 E to London Rd S	72.8	72.3	72.4	72.5	72.7
A28	Hazelwick Rbt, circulatory - Northgate Ave to A2011	74	73.4	73.4	73.6	73.7
A280	Tushmore Gyratory, circulatory - London Rd S to A2011 W	68.8	69.7	69.9	70.2	70.5
A281	Tushmore Gyratory, circulatory - passing Langley Drive	72.1	72.2	72.4	72.5	72.7
A282	West Green Dr, n of Ifield Rbt	65.1	65.2	65.4	65.6	65.8
A283	West Green Dr, n of Ifield Rbt	65.1	65.2	65.4	65.6	65.8
A284	Woodfield Rd, s of Kilnmead	64	63.2	63.3	63.4	63.7
A285	Woodmans Hill	62.9	63.4	63.3	63.7	63.8
A29	Hazelwick Rbt, circulatory - A2011 to Gatwick Rd	74.2	74.1	74.2	74.6	74.7
A3	A2011 Crawley Ave, Balacombe Rd to M23 J10	80.1	80.7	80.7	81.3	81.3
A30	Hazelwick Rbt, circulatory - passing Gatwick Rd	70.7	71.3	71.4	71.9	72
A31	Hazelwick Rbt, circulatory - Gatwick Rd to A2011	71.7	72	72.1	72.5	72.7
A32	Hazelwick Rbt, circulatory - A2011 to Hazelwick Ave	74.3	73.1	73.1	73.3	73.6
A33	Hazelwick Rbt, circulatory - passing Hazelwick Ave	73.4	72.3	72.4	72.6	72.9
A34	M23 Spur wb, e of Airport Way rbt	75.8	76.4	76.4	78.3	78.4
A35	M23 Spur wb, e of Airport Way rbt	75.8	76.4	76.4	78.3	78.4
A36	M23 Spur wb, e of Airport Way rbt	75.8	76.4	76.4	78.3	78.4
A37	M23 Spur wb, e of Airport Way rbt	75.8	76.4	76.4	78.3	78.4

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A38	Airport Road rbt, east-west through	74.7	73.2	73.1	74.4	74.5
A39	London Rd wb, Airport Way to Longbridge Rbt	73.9	73.9	74	74.8	74.9
A4	A2011 eb slip to M23 J10	76.6	77.6	77.6	78.5	78.6
A40	London Rd wb, Airport Way to Longbridge Rbt	73.9	73.9	74	74.8	74.9
A41	London Rd wb, Airport Way to Longbridge Rbt	73.9	73.9	74	74.8	74.9
A42	London Rd wb, Airport Way to Longbridge Rbt	73.9	73.9	74	74.8	74.9
A43	London Rd eb, Longbridge Rbt to Airport Way	75.6	75.8	75.7	75.1	75.3
A44	Victoria Rd, n of Russels Cres	60.8	61.5	61.7	62.9	63
A45	Victoria Rd, Russels Cres to Balcombe Rd	66	66.4	66.6	68	68.1
A46	Victoria Rd, Russels Cres to Balcombe Rd	66	66.4	66.6	68	68.1
A47	Victoria Rd, Russels Cres to Balcombe Rd	66	66.4	66.6	68	68.1
A48	Victoria Rd, Russels Cres to Balcombe Rd	66	66.4	66.6	68	68.1
A49	Balcombe Rd, Victoria Rd to M23 Spur	74.5	75.1	75.3	76.1	76.1
A5	A2011 wb slip off M23 J10	77.6	77.8	77.8	77.9	78
A50	Balcombe Rd, Victoria Rd to M23 Spur	74.5	75.1	75.3	76.1	76.1
A51	A2004 Northgate Ave, College Rd to Gales Dr	69.5	67.8	67.9	68	68.4
A52	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	70	67.8	67.9	68	68.5
A53	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	70	67.8	67.9	68	68.5
A54	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	70	67.8	67.9	68	68.5
A55	A2004 Southgate Ave NB, s of Station Way	66.5	67.1	67.1	67.4	67.6
A56	A2004 Southgate Ave NB, s of Station Way	66.5	67.1	67.1	67.4	67.6
A57	A2004 Southgate Ave NB, s of Station Way	66.5	67.1	67.1	67.4	67.6
A58	A2004 Southgate Ave NB, s of Station Way	66.5	67.1	67.1	67.4	67.6
A59	A2004 Southgate Ave SB, s of Station Way	66	65.6	65.7	65.9	66.1
A6	Gatwick Rd, nb slip off Hazelwick Rbt	70.3	69.4	69.4	69.8	69.9
A60	A2004 Southgate Ave SB, s of Station Way	66	65.6	65.7	65.9	66.1
A61	A2004 Southgate Ave SB, s of Station Way	66	65.6	65.7	65.9	66.1
A62	A2004 Southgate Ave SB, s of Station Way	66	65.6	65.7	65.9	66.1

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A63	A2004 Southgate Ave, A23 Crawley Ave to Brighton Rd	71.4	71.5	71.5	71.7	71.9
A64	A2011 Crawley Ave link to B2036 Balacombe Rd	75.3	76.6	76.7	77.2	77.3
A65	A2011 Crawley Ave link to B2036 Balacombe Rd	75.3	76.6	76.7	77.2	77.3
A66	A217, e of Reigate Rd (Tesco)	79.1	78.5	78.5	78.3	78.5
A67	A217, e of Reigate Rd (Tesco)	79.1	78.5	78.5	78.3	78.5
A68	A217, entrance to Tesco	73.8	73.2	73.3	73	73.2
A69	A2219 High Street, n of Northgate Rd	66.8	67.2	67.4	67.5	68.2
A7	Gatwick Rd, s of Napier Way	73.8	73.7	73.7	74.4	74.5
A70	A2219 High Street, n of Northgate Rd	66.8	67.2	67.4	67.5	68.2
A71	A2219 High Street, Northgate Rd to Pegler Way	65.5	66.2	66.6	66.6	67.4
A72	A2219 High Street, s of The Boulevard (1-way)	64.4	65.2	65.3	65.3	65.9
A73	A2219 London Rd, Kilnmead to Ifield Avenue	69.6	69.7	70	70.1	70.6
A74	A2219 London Road, Barnfield Rd to Tushmore Gyratory	69.2	69.9	70	70.1	70.3
A75	A2219 London Road, Kilnmead to Barnfield Road	68.9	69.7	69.8	69.9	70.1
A76	A2219 London Road, Kilnmead to Barnfield Road	68.9	69.7	69.8	69.9	70.1
A77	A2219 London Road, Kilnmead to Barnfield Road	68.9	69.7	69.8	69.9	70.1
A78	A2219 London Road, Kilnmead to Barnfield Road	68.9	69.7	69.8	69.9	70.1
A79	A2219, High Street to Pegler Way (1-way)	65.1	66	66.1	66.1	66.6
A8	Gatwick Rd, n of Napier Way	73.7	73.6	73.6	74.3	74.4
A80	A2219, High Street to Pegler Way (1-way)	65.1	66	66.1	66.1	66.6
A81	A2220 Copthorne Rd, e of B2036 Balcombe Rd	72.7	73	73	73.8	73.9
A82	A2220 Copthorne Rd, e of B2036 Balcombe Rd	72.7	73	73	73.8	73.9
A83	A23 Brighton Rd, s of Tilgate Dr	78.9	78.6	78.7	78.8	79.1
A84	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	79.1	78.8	78.9	79	79.3
A85	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	79.1	78.8	78.9	79	79.3
A86	A23 Crawley Ave, Gossops Dr to Ifield Ave	76.6	76.1	76.2	76.3	76.4
A87	A23 Crawley Ave, Gossops Dr to Ifield Ave	76.6	76.1	76.2	76.3	76.4
A88	A23 Crawley Ave, Gossops Dr to Ifield Ave	76.6	76.1	76.2	76.3	76.4

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
A89	A23 Crawley Ave, Horsham Rd to Gossops Dr	79.5	78.9	78.8	79.2	79.2
A9	Gatwick Rd, n of Napier Way	80.6	80.7	80.7	81.3	81.4
A90	A23 Crawley Ave, Horsham Rd to Gossops Dr	76.6	75.9	75.8	76.2	76.2
A91	A23 London Rd, nb from Tushmore Gyratory	70.6	70.6	70.8	71	71.2
A92	A23 London Rd, sb to Tushmore Gyratory	71.1	70.9	70.9	71.5	71.6
A93	A264 Horsham Rd, w of Sullivan Dr	78.7	78.7	78.7	78.8	78.9
A94	A264, e of Faygate Lane	81.5	80.8	80.8	80.9	81
A95	A264, e of new CWL	81.5	80.8	80.8	80.9	81
A96	A264, Horsham Rd to Tollgate Hill	78.9	78.2	78.1	78.4	78.6
A97	A264, Kilnwood Vale	81.5	81.3	81.3	81.5	81.5
A98	A264, Tollgate Hill to M23 J11	77.6	76.5	76.5	76.9	77.2
A99	A264, Tollgate Hill to M23 J11	80.2	79.8	79.7	80	80.1
B1	Hyde Road, South Rusper Road	64.5	64.4	64.4	64.6	64.7
B2	Rusper Road, South of Parham Road	62	63.5	61.7	64.6	62.7
B3	Ifield Green	63.9	66.1	63.8	66.7	64.3
B4	Crawley Avenue	76	75.5	75.5	75.6	75.7
CR 105	London Road, n of A2011 roundabout (no 102)	79.4	79.3	79.4	79.8	80
CR100	Horsham Road Level Crossing	72.7	73.3	73.4	73.5	73.8
CR101	A2220 Horsham Road	78.6	79	79	79.2	79.2
CR102	A23 Brighton Road, Pease Pottage Hill	78.9	78.6	78.7	78.8	79.1
CR103	St Mary's Drive	64.7	66.2	66.2	66.4	66.5
CR106	London Road (no 147)	78.6	78.4	78.6	78.9	79.2
CR107	Rusper Road	65.9	66.1	64.4	66.9	64.7
CR108/CR110	Station Way, Belgrave House	63.2	64.3	64.4	64.6	64.9
CR109	Station Way	64.7	65.4	65.5	65.7	66
CR111	Station Way, Taj car park (one way)	63.5	64.6	64.8	64.9	65.4
CR4	Balcombe Road, close to Headley Close (not modelled)	69.8	68.6	68.6	68.7	68.8
CR48	London Road, s of Lowfield Heath Roundabout	73.6	73.7	74	73.9	74.4

Link ID	Description	Basic Noise Level, dB				
		Existing Baseline 2025	2029 DMOY	2029 DSOY	2041 DMFY	2041 DSFY
CR49	Charlwood Road, airport boundary	74.2	74	73.7	74	74.3
CR50	London Road, w of Gatwick Roundabout	76.6	76.4	76.4	76.3	76.5
CR51-51, CA2	B2036 Balcombe Road, s of M23	67	67.7	67.8	69.5	69.6
CR60	Peglar Way (one-way)	65.2	66.5	66.9	66.9	67.5
CR62/CR69	A2011, w of Hazelwick Roundabout (Tinsley Close)	81.4	80.9	80.9	81.4	81.5
CR64	A2004 Northgate Ave, s of Hazelwick Roundabout	71.2	72	72	72.2	72.6
CR66	Crighton Road (rail crossing)	65.7	66.8	66.9	67	67.3
CR74	Radford Road, Tinsley Green	70.1	69.9	69.9	70.4	70.5
CR75	Steers Lane, s of Radford Road	66.1	66.6	66.6	66.9	66.9
CR76/CR77	Hazelwick Avenue, s of Hazelwick Roundabout	72.4	72.7	72.7	73	73.1
CR78	Slip road, M23 J10 to A2011 (Ferndown)	74.8	75.6	75.5	75.5	75.5
CR79	A2011 Crawley Avenue, w of M23 J10 (St Hildas Close)	80.1	80.7	80.7	81.3	81.3
CR80	M23 J10-J10A (Saxon Road)	84.5	84.9	84.9	85.1	85.1
CR81	M23 J10A-J11 (Bolton Road)	81.3	81.7	81.7	81.8	81.9
CR86	The Boulevard	66.4	66.6	66.7	66.9	67.1
CR87	The Broadway	59.2	58.4	58.4	58.7	58.7
CR88	Crawley Avenue (Filbert Crescent)	76.6	76.1	76.2	76.3	76.4
CR89	A2011, w of London Road (Dalewood Gardens	77	77.1	77.3	77.7	77.9
CR91	Hazelwick Avenue, n of Haslett Avenue	71	71.1	71.1	71.5	71.6
CR94	Haslett Avenue (Station Hill)	71.6	72.3	72.4	72.6	72.6
CR95	Haslett Avenue	71.2	71.9	71.9	72.2	72.2
CR96	Worth Park Avenue (junior school)	68.3	68.8	68.9	69.2	69.3
CR97	Haslett Avenue (Daisy Chain)	71.1	71.3	71.3	71.5	71.6
CR98	Gatwick Road	69	69.4	69.4	69.6	69.7
CR99	Weald Drive (Furnace Farm Road)	55.8	57.1	57.3	57.3	57.7

3. Traffic Data

The data provided by the Traffic Consultant is provided below for reference. Unless stated otherwise, all flows are two-way.

Link Ref	Road	Existing Baseline 2025			2029 DMOY			2029 DSOY			2041 DMFY			2041 DSFY		
		Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV
1	Rusper Road, W of Link Road	64	5224	2	64	6551	0	64	3185	1	64	8264	0	64	7548	0
3	Bonnets Lane	64	16699	2	64	16668	2	64	11325	1	64	13626	1	64	13410	1
4	Charlwood Road, N of Link Road	64	20769	2	64	13637	2	64	15549	1	64	19522	2	64	16999	2
2	Ifield Avenue, S of Link Road	64	10592	2	64	19602	2	64	11743	1	64	24909	1	64	18587	1
10	A24, Horsham NW	113	38649	5	113	37817	5	113	37158	5	113	39383	5	113	39109	5
23	A263, Horsham N	113	37622	5	113	38764	5	113	38144	5	113	40474	6	113	39872	6
8 / 48	Harwood Road, Horsham SE	64	20619	5	64	24997	5	64	25906	5	64	27554	5	64	30182	4
A1	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	113	51116	4	113	44721	4	113	45548	4	113	46958	5	113	47595	5
A10	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	113	12215	4	113	15082	3	113	15786	3	113	18260	3	113	19744	2
A100	A264, Tollgate Hill to M23 J11	113	19707	6	113	19455	8	113	18907	8	113	19040	9	113	19533	8
A101	A264, w of Faygate Lane	113	36031	6	113	41103	5	113	41557	5	113	41877	5	113	44582	5
A102	A272, A281 Long Hill to A23	80	35013	1	80	34718	1	80	34959	1	80	36805	1	80	37562	1
A103	A272, w of A281 Long Hill	97	23770	1	97	23762	1	97	24089	1	97	24590	1	97	25406	1
A104	A281 Long Hill, n of A272	97	28596	2	97	26952	2	97	27043	2	97	28115	2	97	28652	2
A105	A281 Queen Street, n of B2115	97	31176	3	97	29093	4	97	29195	4	97	30408	4	97	31139	4
A106	Albion Way, Horsham	48	20826	6	48	12999	5	48	13107	5	48	27648	4	48	28004	4
A107	Ashdown Dr, Tilgate Wat to Titmus Dr	97	8108	1	97	9629	0	97	9896	0	97	9997	0	97	10575	0
A108	B2036 Balcombe Rd, n of B2037 Antlands La	97	18760	2	97	24061	2	97	24471	2	97	27640	3	97	28097	3
A109	B2036 Balcombe Rd, n of Fernhill Rd	97	18760	2	97	20817	2	97	21331	2	97	24422	3	97	24903	3
A11	A2011 Crawley Ave, eb from Tushmore Gyratory to Hazelwick Rbt	113	12215	4	113	15082	3	113	15786	3	113	18260	3	113	19744	2
A110	B2036 Balcombe Rd, n of Fernhill Rd	97	18760	2	97	20817	2	97	21331	2	97	24422	3	97	24903	3
A111	B2036 London Rd, B2110 Paddockhurst Rd to High St	97	38259	2	97	41136	2	97	41184	2	97	44367	2	97	44523	2
A112	B2037 Antlands La, Balacombe Rd to Shipley Bridge La	80	14819	4	80	18142	3	80	18305	3	80	23748	4	80	24742	3
A113	B2110 Handcross Rd, w of A23	48	28137	5	48	24721	5	48	24895	5	48	25071	6	48	25750	5
A114	B2110 High Beeches La, e of A23	97	16203	2	97	16058	1	97	16121	1	97	17575	1	97	17740	1
A115	B2110 Turners Hill Rd, Paddockhurst Rd to B2028	97	27927	2	97	32815	1	97	32852	2	97	35126	2	97	35446	1
A116	B2114 Brighton Rd, n of Horsham Rd	80	8250	5	80	28019	4	80	29384	3	80	29546	3	80	31536	3

Link Ref	Road	Existing Baseline 2025			2029 DMOY			2029 DSOY			2041 DMFY			2041 DSFY		
		Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV
A117	B2114 Brighton Rd, n of Horsham Rd	80	8250	5	80	28019	4	80	29384	3	80	29546	3	80	31536	3
A118	B2114 Brighton Rd, n of Horsham Rd	80	8250	5	80	28019	4	80	29384	3	80	29546	3	80	31536	3
A119	B2114 Brighton Rd, n of Horsham Rd	80	8250	5	80	28019	4	80	29384	3	80	29546	3	80	31536	3
A12	A2011 Crawley Ave, wb from Hazelwick Rbt to Tushmore Gyratory	113	10781	2	113	9491	1	113	9763	1	113	9731	2	113	10192	2
A120	B2195 Crawley Rd, A264 to Forest Rd	64	23203	3	64	17003	4	64	17173	3	64	19162	4	64	20145	4
A121	Bewbrush Dr, Mowbray Dr to Horsham Rd	48	9087	2	48	8897	2	48	8760	2	48	9920	2	48	10232	2
A122	Breezehurst Dr, n of Horsham Rd	48	5498	0	48	6565	0	48	6882	0	48	7045	0	48	8378	1
A123	Brighton Rd, Downland Dr to Southgate Dr	48	13586	1	48	18751	1	48	18986	1	48	19646	1	48	20900	1
A124	Brighton Rd, n of Goffs Park Rd	48	5800	2	48	9017	2	48	9234	2	48	9608	2	48	10691	1
A125	Brighton Rd, n of Goffs Park Rd	48	5800	2	48	9017	2	48	9234	2	48	9608	2	48	10691	1
A126	Brighton Rd, n of Perryfield Rd	48	7137	3	48	10784	2	48	11148	2	48	11583	2	48	12411	2
A127	Brighton Rd, n of Perryfield Rd	48	7137	3	48	10784	2	48	11148	2	48	11583	2	48	12411	2
A128	Brighton Rd, north of M23 J11	48	37621	2	48	34908	2	48	36158	2	48	36243	2	48	39572	2
A129	Brighton Rd, s of Downland Dr	48	9970	1	48	11387	1	48	11529	1	48	12260	1	48	13425	1
A13	A2044 Northgate Ave, n of Giles Dr	64	13825	2	64	11379	2	64	11809	2	64	11262	2	64	13409	2
A130	Brighton Rd, s of Downland Dr	48	9970	1	48	3121	1	48	3187	1	48	12260	1	48	13425	1
A131	Brighton Rd, s of Goffs Park Rd	48	6545	2	48	9678	2	48	9990	2	48	10269	2	48	11314	1
A132	Brighton Rd, s of Goffs Park Rd	48	6545	2	48	9678	2	48	9990	2	48	10269	2	48	11314	1
A133	Brighton Rd, s of M23 J11	48	8250	5	48	40250	3	48	41281	3	48	42065	2	48	44252	2
A134	Brighton Rd, s of M23 J11	48	8250	5	48	40250	3	48	41281	3	48	42065	2	48	44252	2
A135	Brighton Rd, s of Springfield Rd	48	10704	2	48	13799	2	48	14127	2	48	14631	2	48	15123	2
A136	Brighton Road, Springfield Road to Station Way	48	9836	2	48	12287	2	48	12670	2	48	12833	2	48	14131	2
A137	Brighton Road, Springfield Road to Station Way	48	9836	2	48	12287	2	48	12670	2	48	12833	2	48	14131	2
A138	Brookhill Rd, n of A264 Copthorne Way	48	15142	3	48	11887	2	48	11954	2	48	15462	2	48	15412	2
A139	Brookhill Rd, s of Shipley Bridge Lane	48	8979	5	48	11913	4	48	12047	4	48	15353	3	48	16083	3
A14	A2044 Northgate Ave, s of Woodfield Rd	64	18348	2	64	18840	2	64	19163	2	64	19018	3	64	21324	3
A140	Charlwood Rd, Bonnets La to Old Brighton Road S (airport perimeter)	64	16088	4	64	7458	4	64	6758	5	64	15580	4	64	16593	4
A141	Rusper High Street, East St to Capel Road	48	10717	9	48	6267	7	48	5977	7	48	14665	5	48	14920	5
A142	Rusper Road, north of Capel Street	64	10717	9	64	12381	7	64	12205	7	64	14665	6	64	14920	6

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A143	College Rd, Haslett Ave E to Northgate Ave Rbt	48	26722	1	48	20755	1	48	20494	1	48	22287	1	48	22496	1
A144	College Rd, Haslett Ave E to Northgate Ave Rbt	48	26722	1	48	20755	1	48	20494	1	48	22287	1	48	22496	1
A145	College Rd, Haslett Ave E to Northgate Ave Rbt	48	26722	1	48	20755	1	48	20494	1	48	22287	1	48	22496	1
A146	College Rd, Haslett Ave E to Northgate Ave Rbt	48	26722	1	48	20755	1	48	20494	1	48	22287	1	48	22496	1
A147	College Rd, Station Way to Haslett Ave E	48	26407	1	48	28834	1	48	28953	1	48	30324	1	48	31338	1
A148	College Rd, Station Way to Haslett Ave E	48	26407	1	48	28834	1	48	28953	1	48	30324	1	48	31338	1
A149	College Rd, Station Way to Haslett Ave E	48	26407	1	48	28834	1	48	28953	1	48	30324	1	48	31338	1
A15	A2044 Northgate Ave, n of Woodfield Rd	64	23642	2	64	25009	4	64	25273	4	64	25196	4	64	28141	4
A150	Copthorne Rd, Old Hollow to A264 Copthorne Way	80	19432	2	80	19267	4	80	19410	4	80	23599	3	80	24401	3
A151	Copthorne Rd, Old Hollow to A264 Copthorne Way	80	19432	2	80	19267	4	80	19410	4	80	23599	3	80	24401	3
A152	Entrance to Gatwick Airport off Aiport Way	48	18792	4	48	25099	3	48	25075	3	48	32545	4	48	32979	4
A153	Entrance to Gatwick Airport off Aiport Way	48	7354	6	48	11862	5	48	11920	5	48	16408	6	48	16793	6
A154	Ewhurst Rd, West Green Dr to Ifield Ave	48	12803	1	48	11687	2	48	11873	1	48	12735	2	48	13089	1
A155	Fleming Way, Faraday Rd to Newton Rd	48	8578	3	48	9276	2	48	9642	2	48	12463	3	48	13592	3
A156	Fleming Way, London Rd to Faraday Rd	48	15376	4	48	16752	3	48	16848	3	48	20139	3	48	21131	3
A157	Fleming Way,west of Faraday Rd	48	11026	4	48	12046	2	48	12234	2	48	15645	3	48	17005	3
A158	Fleming Way, London Rd to Faraday Rd	48	15376	4	48	16752	3	48	16848	3	48	20139	3	48	21131	3
A159	Forest Rd, e of Tower Rd	97	5426	9	97	23570	4	97	24950	4	97	24858	4	97	27039	3
A16	Hazelwick Ave, Haslett Ave E to Hazelwick Rd	48	23470	1	48	25217	1	48	25033	1	48	27529	1	48	27973	1
A160	Forest Rd, e of Tower Rd	97	5426	9	97	23570	4	97	24950	4	97	24858	4	97	27039	3
A161	Gales Dr, A2004 Northgate Ave to Mitchells Road	48	12424	1	48	19660	0	48	19908	0	48	20223	0	48	20928	0
A162	Harwood Rd, s of Forest Rd	64	20619	5	64	24997	5	64	25906	5	64	27554	5	64	30182	4
A163	Haslett Ave E, College Rd to Three Bridges Rd	48	7525	1	48	18024	1	48	18486	1	48	18545	1	48	20149	1
A164	Haslett Ave E, College Rd to Three Bridges Rd	48	7525	1	48	18024	1	48	18486	1	48	18545	1	48	20149	1
A165	Haslett Ave E, e of Hazelwick Ave	48	42190	1	48	49921	1	48	50029	1	48	53141	1	48	53451	1
A166	Haslett Ave E, Three Bridges Rd to Hazelwick Ave	48	46110	1	48	49995	1	48	50427	1	48	52263	1	48	53098	1

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A167	Haslett Ave E, Williams Way to Station Hill	48	40284	1	48	47578	1	48	47685	1	48	50708	1	48	51008	1
A168	Haslett Ave E, Williams Way to Station Hill	48	40284	1	48	47578	1	48	47685	1	48	50708	1	48	51008	1
A169	Hawth Ave, Weald Rd to Haslett Ave E	64	30706	1	64	32366	1	64	32594	1	64	33796	1	64	34407	1
A17	Hazelwick Ave, Hazelwick Rd to The Birches	64	23236	1	64	24206	1	64	24160	1	64	26647	1	64	26842	1
A170	High Street, Station Way to Pegler Way	48	7778	2	48	11152	1	48	11590	1	48	11771	1	48	13433	1
A171	Horsham Rd slip to A23 Crawley Ave (1-way)	80	14969	2	80	13726	2	80	13532	2	80	14930	2	80	15157	3
A172	Horsham Rd, Church St to Springfield Rd	48	11827	1	48	13549	1	48	13959	1	48	14214	1	48	15203	1
A173	Horsham Rd, Church St to Springfield Rd	48	11827	1	48	13549	1	48	13959	1	48	14214	1	48	15203	1
A174	Horsham Rd, Ifield Rd to Church St	48	11717	1	48	13817	1	48	14194	1	48	14525	1	48	15455	1
A175	Horsham Rd, s of Springfield Rd	48	17212	1	48	17551	1	48	17995	1	48	18280	1	48	18873	1
A176	Horsham Rd, w of B2114 Brighton Rd (under M23)	48	5426	9	48	23570	4	48	24950	4	48	24858	4	48	27039	3
A177	Ified Ave, Ifield Dr to Stagelands	48	18571	2	48	14737	1	48	14764	1	48	16307	1	48	19216	1
A178	Ified Ave, Stagelands to Warren Dr	48	19291	2	48	17955	1	48	19155	1	48	21164	1	48	23970	1
A179	Ifield Ave, A23 Crawley Ave to Ewhurst Rd	48	30938	1	48	26075	1	48	26832	1	48	29314	1	48	29444	1
A18	Hazelwick Ave, Hazelwick Rd to The Birches	64	23236	1	64	24206	1	64	24160	1	64	26647	1	64	26842	1
A180	Ifield Ave, e of Town Barn Rd	48	20330	1	48	18235	1	48	18571	1	48	20792	1	48	21333	1
A181	Ifield Ave, Ewhurst Rd to Town Barn Rd	48	20248	1	48	18072	1	48	18433	1	48	20758	1	48	21170	1
A182	Ifield Ave, Ewhurst Rd to Town Barn Rd	48	20248	1	48	18072	1	48	18433	1	48	20758	1	48	21170	1
A183	Ifield Ave, Ifield Dr to Crawley Ave	48	28575	1	48	27916	1	48	26545	1	48	30026	1	48	30502	1
A184	Ifield Ave, w of A2219 London Road	48	19503	1	48	17481	1	48	17832	1	48	19965	1	48	20538	1
A185	Ifield Ave, w of A2219 London Road	48	19503	1	48	17481	1	48	17832	1	48	19965	1	48	20538	1
A186	Ifield Ave, Warren Dr to Ifield Green	48	10592	2	48	7706	2	48	9290	1	48	10366	2	48	15711	1
A187	Ifield Rd, w of Ifield Rbt	48	12220	1	48	14780	1	48	15141	1	48	15614	1	48	16610	1
A188	Ifield Rd, w of Ifield Rbt	48	10775	1	48	12956	1	48	13319	1	48	13682	1	48	14618	1
A189	Ifield Wood	64	12678	2	64	10476	2	64	11182	2	64	9990	5	64	12714	4
A19	Hazelwick Ave, The Birches to Bycroft Way	64	22723	1	64	24098	1	64	24078	1	64	26519	1	64	26631	1
A190	London Rd nb, s of Airport Way	113	21064	4	113	20985	4	113	21279	4	113	18570	4	113	19045	4
A191	London Rd nb, s of Airport Way	113	21064	4	113	20985	4	113	21279	4	113	18570	4	113	19045	4

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A192	London Rd nb, s of Airport Way	113	21064	4	113	20985	4	113	21279	4	113	18570	4	113	19045	4
A193	London Rd nb, s of Airport Way	113	21064	4	113	20985	4	113	21279	4	113	18570	4	113	19045	4
A194	London Rd sb, s of Airport Way	113	25483	5	113	28959	4	113	28612	4	113	33225	4	113	34418	4
A195	London Rd sb, s of Airport Way	113	25483	5	113	28959	4	113	28612	4	113	33225	4	113	34418	4
A196	London Rd sb, s of Airport Way	113	25483	5	113	28959	4	113	28612	4	113	33225	4	113	34418	4
A197	London Rd sb, s of Airport Way	113	25483	5	113	28959	4	113	28612	4	113	33225	4	113	34418	4
A198	London Rd sb, s of Manor Royal	64	19806	5	64	19891	4	64	20019	4	64	23462	3	64	24844	3
A199	London Rd sb, s of Manor Royal	64	19806	5	64	19891	4	64	20019	4	64	23462	3	64	24844	3
A2	A2011 Crawley Ave, Hazelwick Rbt to Balacombe Rd	64	51116	4	64	44721	4	64	45548	4	64	46958	5	64	47595	5
A20	Hazelwick Ave, The Birches to Bycroft Way	64	22723	1	64	24098	1	64	24078	1	64	26519	1	64	26631	1
A200	London Rd, e of Gatwick Rd	113	52048	4	113	54304	4	113	54307	4	113	57304	3	113	59126	3
A201	London Rd, Fleming Way to Lowfield Heath Rbt	64	36104	4	64	37538	3	64	40281	3	64	40895	3	64	46594	3
A202	London Rd, Fleming Way to Lowfield Heath Rbt	64	36104	4	64	37538	3	64	40281	3	64	40895	3	64	46594	3
A203	London Rd, Fleming Way to Martyrs Ave	64	37849	4	64	37578	3	64	38186	3	64	41478	2	64	43479	2
A204	London Rd, Fleming Way to Martyrs Ave	64	37849	4	64	37578	3	64	38186	3	64	41478	2	64	43479	2
A205	London Rd, Fleming Way to Martyrs Ave	64	37849	4	64	37578	3	64	38186	3	64	41478	2	64	43479	2
A206	London Rd, Fleming Way to Martyrs Ave	64	37849	4	64	37578	3	64	38186	3	64	41478	2	64	43479	2
A207	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	64	39886	4	64	38345	4	64	37811	4	64	38594	3	64	40653	3
A208	London Rd, Lowfield Heath rbt to Gatwick Rd rbt	64	39886	4	64	38345	4	64	37811	4	64	38594	3	64	40653	3
A209	London Rd, Martyrs Ave to Manor Royal	64	32382	4	64	31976	3	64	33809	3	64	36320	3	64	38884	2
A21	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	64	32606	1	64	34780	1	64	34660	1	64	37463	1	64	38448	1
A210	London Rd, s of Manor Royal	64	27496	4	64	28677	3	64	30250	3	64	33402	3	64	35621	2
A211	London Rd, s of Manor Royal NB (1-way)	64	19766	2	64	20379	2	64	21459	2	64	22616	2	64	23714	2
A212	London Rd, s of Manor Royal NB (1-way)	64	19766	2	64	20379	2	64	21459	2	64	22616	2	64	23714	2
A213	London Rd, s of Tushmore Gyratory	48	21463	2	48	25877	1	48	26396	1	48	28435	1	48	29531	1
A214	M23 J11 circulatory - passing Brighton rd	80	39154	4	80	25636	4	80	25621	4	80	28011	4	80	28569	4
A215	M23 J11 circulatory (1-way) - nb on-slip to sb off-slip	113	23775	3	113	19608	2	113	20308	2	113	19856	2	113	21524	2
A216	M23 J11 circulatory (1-way) - sb off-slip to Brighton Rd S	113	43274	4	113	18040	2	113	18793	2	113	18076	1	113	19755	1
A217	M23 J11 roundabout from Brighton Rd	80	39154	4	80	13727	2	80	14683	2	80	13845	3	80	15549	2

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A218	M23 J11 roundabout to Brighton Rd	80	44871	4	80	21181	2	80	21475	2	80	22398	2	80	24022	2
A219	M23 nortbound, J11 to J10a	113	48145	6	113	53092	6	113	53207	6	113	57456	6	113	58355	6
A22	Hazelwick Ave, Bycroft Way to Hazelwick Rbt slip roads	64	32606	1	64	34780	1	64	34660	1	64	36309	1	64	36187	1
A220	M23 northbound, J11 to J10a	113	48145	6	113	53092	6	113	53207	6	113	57456	6	113	58355	6
A221	M23 northbound off slip, J11 (1-way)	113	14224	3	113	21189	4	113	21154	4	113	22028	4	113	22569	4
A222	M23 northbound off slip, J11 (1-way)	113	14224	3	113	21189	4	113	21154	4	113	22028	4	113	22569	4
A223	M23 northbound off slip, J9 (1-way)	113	13230	6	113	17049	6	113	17336	5	113	23783	5	113	23858	5
A224	M23 northbound off slip, J9 (1-way)	113	13230	6	113	17049	6	113	17336	5	113	23783	5	113	23858	5
A225	M23 northbound off-slip, J10	113	14541	2	113	17326	2	113	17204	2	113	16860	2	113	17043	2
A226	M23 northbound on slip, J10	113	50375	6	113	42791	7	113	43017	7	113	49915	7	113	50302	7
A227	M23 northbound on slip, J11 (1-way)	113	15749	5	113	19754	5	113	19996	5	113	22001	5	113	22594	5
A228	M23 northbound on slip, J11 (1-way)	113	15749	5	113	19754	5	113	19996	5	113	22001	5	113	22594	5
A229	M23 northbound slip to M23 Spur	113	13230	6	113	17049	6	113	17336	5	113	21411	6	113	21620	6
A23	Hazelwick Ave, nb slip road to Hazelwick Rbt	64	7039	1	64	5198	0	64	4992	0	64	4630	1	64	4623	1
A230	M23 northbound, J10 to J9	113	56854	6	113	66430	7	113	65880	7	113	77884	7	113	77067	7
A231	M23 northbound, J10 to J9	113	56854	6	113	66430	7	113	65880	7	113	77884	7	113	77067	7
A232	M23 northbound, J11 to J10a	113	48145	6	113	53092	6	113	53207	6	113	57456	6	113	58355	6
A233	M23 northbound, J10A to J10	113	54918	5	113	60117	6	113	60222	6	113	66057	6	113	66780	6
A234	M23 northbound, J10A to J10	113	54918	5	113	60117	6	113	60222	6	113	66057	6	113	66780	6
A235	M23 northbound, s of J11	113	50510	6	113	54526	6	113	54365	6	113	57483	6	113	58391	6
A236	M23 northbound, s of J11	113	50510	6	113	54526	6	113	54365	6	113	57483	6	113	58391	6
A237	M23 northbound, through J10	113	40377	7	113	42791	7	113	43017	7	113	49196	7	113	49737	7
A238	M23 Spur wb, w of M23 J9	113	31866	5	113	35380	5	113	35652	5	113	58891	4	113	59372	4
A239	M23, s of M25	113	129167	7	113	140383	7	113	140610	7	113	145808	7	113	146437	7
A24	Hazelwick Ave, nb slip road to Hazelwick Rbt	64	7039	1	64	5198	0	64	4992	0	64	4630	1	64	4623	1
A240	M25, w of M23	113	67645	5	113	57426	6	113	57969	6	113	61084	6	113	62279	6
A241	Mitchells Road, Gales Dr to Three Bridges Rd	48	3429	1	48	10160	0	48	10331	0	48	10216	0	48	10988	0
A242	Old Brighton Rd S, n of Charlwood Rd	48	6163	6	48	11984	3	48	9669	4	48	17616	3	48	17759	2
A243	Old Brighton Rd S, s of Charlwood Rd	48	21081	4	48	23863	3	48	23215	3	48	25709	4	48	27315	3
A244	Parkgate Rd, e of Rusper Rd	64	5937	5	64	8288	4	64	8261	4	64	10997	3	64	11503	3
A245	Pegler Way, Ifield Rd to High Street	48	12994	1	48	16862	1	48	17504	1	48	17908	1	48	19912	1
A246	Pegler Way, n of Ifield Rbt	48	13849	1	48	18694	1	48	19580	1	48	19850	1	48	22483	1
A247	Pegler Way, n of Ifield Rbt (1-way)	48	9229	1	48	12041	2	48	12727	2	48	13104	2	48	14727	2

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A248	Pegler Way, n of Ifield Rbt (1-way)	48	9229	1	48	12041	2	48	12727	2	48	13104	2	48	14727	2
A249	Pegler Way, s of Ifield Rbt	48	15673	1	48	19422	1	48	20056	1	48	20674	1	48	22626	1
A25	Hazelwick Rbt, north-south through	64	17170	1	64	23922	1	64	24087	1	64	27392	1	64	28033	1
A250	Rusper Rd, e of Faygate Lane	48	16740	2	48	16854	2	48	14935	2	48	18093	3	48	18206	3
A251	Shipley Bridge La, s of B2037 Antlands La	48	2750	2	48	3770	0	48	3842	1	48	8608	0	48	8862	0
A252	Shipley Bridge La, s of B2037 Antlands La	48	2750	2	48	3770	0	48	3842	1	48	8608	0	48	8862	0
A253	Southgate Ave, Hawth Ave to Southgate Dr	48	23999	2	48	24163	2	48	24368	2	48	25244	2	48	26303	2
A254	Southgate Ave, s of Hawth Ave	48	11820	2	48	11039	2	48	11158	2	48	11713	2	48	12206	2
A255	Southgate Ave, s of Hawth Ave	48	11820	2	48	11039	2	48	11158	2	48	11713	2	48	12206	2
A256	Southgate Dr, Brighton Rd to Wakehurst Dr	48	9942	0	48	12877	1	48	13104	1	48	13373	1	48	14003	1
A257	Southgate Dr, Brighton Rd to Wakehurst Dr	48	9942	0	48	12877	1	48	13104	1	48	13373	1	48	14003	1
A258	Southgate Dr, Brighton Rd to Wakehurst Dr	48	9942	0	48	12877	1	48	13104	1	48	13373	1	48	14003	1
A259	Southgate Dr, Wakehurst Dr to Brewer Rd	48	10885	0	48	13418	0	48	13455	0	48	13809	0	48	14704	0
A26	Hazelwick Rbt, north-south through	64	17170	1	64	23922	1	64	24087	1	64	27392	1	64	28033	1
A260	Stagelands, n of Ifield Ave	48	15872	2	48	13882	2	48	13737	2	48	14260	2	48	15764	1
A261	Station Way, College Rd to Friary Way	48	11852	1	48	13530	1	48	13433	2	48	13972	2	48	14664	1
A262	Station Way, College Rd to Friary Way	48	11852	1	48	13530	1	48	13433	2	48	13972	2	48	14664	1
A263	Station Way, College Rd to Friary Way	48	11852	1	48	13530	1	48	13433	2	48	13972	2	48	14664	1
A264	Station Way, College Rd to Friary Way	48	11852	1	48	13530	1	48	13433	2	48	13972	2	48	14664	1
A265	Station Way, College Rd to Friary Way	48	11852	1	48	13530	1	48	13433	2	48	13972	2	48	14664	1
A266	Station Way, Friary Road to Station Road	48	4189	1	48	5344	2	48	5569	2	48	5775	2	48	6498	1
A267	Station Way, Friary Road to Station Road	48	4189	1	48	5344	2	48	5569	2	48	5775	2	48	6498	1
A268	Station Way, Friary Road to Station Road	48	4189	1	48	5344	2	48	5569	2	48	5775	2	48	6498	1
A269	Station Way, Station Road to Brighton Road (1-way)	48	6292	1	48	7648	2	48	8069	2	48	8211	2	48	9415	1
A27	Hazelwick Rbt, circulatory - Hazelwick Ave to Northgate Ave	64	40341	4	64	31379	3	64	31311	4	64	31545	4	64	33571	4
A270	Sullivan Dr, e of Barlow Rd	48	4420	5	48	6062	5	48	7244	4	48	7210	5	48	8908	3
A271	Sullivan Dr, n of Horsham Rd	48	9176	2	48	11544	3	48	12934	2	48	12858	3	48	15093	2
A272	Sullivan Dr, n of Horsham Rd	48	9176	2	48	11544	3	48	12934	2	48	12858	3	48	15093	2

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A273	Three Bridges Road, e of Haslett Ave E	48	5429	2	48	13440	1	48	13840	1	48	13752	1	48	14776	1
A274	Three Bridges Road, e of Haslett Ave E	48	5429	2	48	13440	1	48	13840	1	48	13752	1	48	14776	1
A275	Tollgate Hill, Woodmans Hill to A264	48	11693	5	48	12220	5	48	12206	5	48	12774	5	48	13445	5
A276	Tollgate Hill, Woodmans Hill to A264	48	11693	5	48	12220	5	48	12206	5	48	12774	5	48	13445	5
A277	Tower Rd, A264 to Forest Rd	97	523	7	97	7307	2	97	7968	2	97	7957	2	97	8348	2
A278	Tushmore Gyratory, circulatory - London Rd N to A2011 E	64	19441	4	64	19602	3	64	19892	3	64	21249	2	64	22130	2
A279	Tushmore Gyratory, circulatory - A2011 E to London Rd S	64	30220	4	64	29093	3	64	29654	2	64	30981	2	64	32324	2
A28	Hazelwick Rbt, circulatory - Northgate Ave to A2011	64	39739	4	64	33051	5	64	33327	4	64	33884	5	64	34631	5
A280	Tushmore Gyratory, circulatory - London Rd S to A2011 W	64	14208	1	64	17420	1	64	18212	1	64	19857	1	64	21179	1
A281	Tushmore Gyratory, circulatory - passing Langley Drive	64	27606	2	64	29087	2	64	30370	2	64	31903	2	64	33039	2
A282	West Green Dr, n of Ifield Rbt	48	9571	0	48	9465	1	48	9736	1	48	10493	1	48	10649	1
A283	West Green Dr, n of Ifield Rbt	48	9571	0	48	9465	1	48	9736	1	48	10493	1	48	10649	1
A284	Woodfield Rd, s of Kilnmead	48	6931	1	48	5927	1	48	5990	1	48	6238	1	48	6720	1
A285	Woodmans Hill	48	4218	4	48	4880	4	48	4733	4	48	5178	4	48	5250	4
A286	Primary link North of link road	48	0	#DIV/0!	48	6551	0	48	3184	1	48	8264	0	48	7492	0
A287	0	48	0	#DIV/0!	48	0	#DIV/0!	48	0	#DIV/0!	48	0	#DIV/0!	48	0	#DIV/0!
A29	Hazelwick Rbt, circulatory - A2011 to Gatwick Rd	64	41173	4	64	38642	5	64	39349	4	64	42413	5	64	44209	5
A3	A2011 Crawley Ave, Balacombe Rd to M23 J10	113	43526	6	113	49799	5	113	50127	5	113	55059	6	113	55670	6
A30	Hazelwick Rbt, circulatory - passing Gatwick Rd	64	20577	2	64	20818	4	64	21407	4	64	23232	4	64	24679	4
A31	Hazelwick Rbt, circulatory - Gatwick Rd to A2011	64	25485	2	64	25344	4	64	26038	4	64	27816	4	64	29169	4
A32	Hazelwick Rbt, circulatory - A2011 to Hazelwick Ave	64	42150	4	64	32387	4	64	32427	4	64	33038	4	64	35264	4
A33	Hazelwick Rbt, circulatory - passing Hazelwick Ave	64	33754	4	64	26726	4	64	26845	4	64	27598	5	64	29474	4
A34	M23 Spur wb, e of Airport Way rbt	80	31866	5	80	35380	5	80	35652	5	80	58891	4	80	59372	4
A35	M23 Spur wb, e of Airport Way rbt	80	31866	5	80	35380	5	80	35652	5	80	58891	4	80	59372	4
A36	M23 Spur wb, e of Airport Way rbt	80	31866	5	80	35380	5	80	35652	5	80	58891	4	80	59372	4
A37	M23 Spur wb, e of Airport Way rbt	80	31866	5	80	35380	5	80	35652	5	80	58891	4	80	59372	4
A38	Airport Road rbt, east-west through	48	60498	5	48	42768	5	48	42711	5	48	67034	3	48	67542	3
A39	London Rd wb, Airport Way to Longbridge Rbt	80	21064	4	80	20985	4	80	21279	4	80	24568	5	80	25625	5
A4	A2011 eb slip to M23 J10	113	19094	6	113	22987	7	113	23308	7	113	28165	8	113	28225	8
A40	London Rd wb, Airport Way to Longbridge Rbt	80	21064	4	80	20985	4	80	21279	4	80	24568	5	80	25625	5

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A41	London Rd wb, Airport Way to Longbridge Rbt	80	21064	4	80	20985	4	80	21279	4	80	24568	5	80	25625	5
A42	London Rd wb, Airport Way to Longbridge Rbt	80	21064	4	80	20985	4	80	21279	4	80	24568	5	80	25625	5
A43	London Rd eb, Longbridge Rbt to Airport Way	80	31175	4	80	35266	3	80	34555	3	80	31710	2	80	33386	2
A44	Victoria Rd, n of Russels Cres	48	3569	0	48	4037	1	48	4299	1	48	5403	1	48	5449	1
A45	Victoria Rd, Russels Cres to Balcombe Rd	48	9230	3	48	10869	2	48	11563	2	48	15587	2	48	15982	2
A46	Victoria Rd, Russels Cres to Balcombe Rd	48	9230	3	48	10869	2	48	11563	2	48	15587	2	48	15982	2
A47	Victoria Rd, Russels Cres to Balcombe Rd	48	9230	3	48	10869	2	48	11563	2	48	15587	2	48	15982	2
A48	Victoria Rd, Russels Cres to Balcombe Rd	48	9230	3	48	10869	2	48	11563	2	48	15587	2	48	15982	2
A49	Balcombe Rd, Victoria Rd to M23 Spur	97	18760	2	97	21719	2	97	22337	2	97	25546	3	97	26057	3
A5	A2011 wb slip off M23 J10	113	24431	6	113	26812	4	113	26819	4	113	26894	5	113	27444	5
A50	Balcombe Rd, Victoria Rd to M23 Spur	97	18760	2	97	21719	2	97	22337	2	97	25546	3	97	26057	3
A51	A2004 Northgate Ave, College Rd to Gales Dr	48	25053	1	48	16001	2	48	16244	2	48	16638	2	48	18194	2
A52	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	64	18396	1	64	10560	2	64	10690	2	64	10879	2	64	12207	2
A53	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	64	18396	1	64	10560	2	64	10690	2	64	10879	2	64	12207	2
A54	A2004 Northgate Ave, Northgate Ave Rbt to Woodfield Rd	64	18396	1	64	10560	2	64	10690	2	64	10879	2	64	12207	2
A55	A2004 Southgate Ave NB, s of Station Way	48	11479	2	48	13781	1	48	14115	1	48	14744	1	48	15549	1
A56	A2004 Southgate Ave NB, s of Station Way	48	11479	2	48	13781	1	48	14115	1	48	14744	1	48	15549	1
A57	A2004 Southgate Ave NB, s of Station Way	48	11479	2	48	13781	1	48	14115	1	48	14744	1	48	15549	1
A58	A2004 Southgate Ave NB, s of Station Way	48	11494	2	48	13781	1	48	14115	1	48	14744	1	48	15549	1
A59	A2004 Southgate Ave SB, s of Station Way	48	10717	1	48	9735	2	48	9854	2	48	10358	2	48	10856	2
A6	Gatwick Rd, nb slip off Hazelwick Rbt	48	20596	6	48	17823	5	48	17942	5	48	19181	5	48	19525	5
A60	A2004 Southgate Ave SB, s of Station Way	48	10717	1	48	9735	2	48	9854	2	48	10358	2	48	10856	2
A61	A2004 Southgate Ave SB, s of Station Way	48	10717	1	48	9735	2	48	9854	2	48	10358	2	48	10856	2
A62	A2004 Southgate Ave SB, s of Station Way	48	10717	1	48	9735	2	48	9854	2	48	10358	2	48	10856	2
A63	A2004 Southgate Ave, A23 Crawley Ave to Brighton Rd	48	36873	2	48	37518	2	48	37820	2	48	39903	1	48	41751	1

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A64	A2011 Crawley Ave link to B2036 Balacombe Rd	113	16989	1	113	22935	1	113	23325	1	113	24474	3	113	25153	3
A65	A2011 Crawley Ave link to B2036 Balacombe Rd	113	16989	1	113	22935	1	113	23325	1	113	24474	3	113	25153	3
A66	A217, e of Reigate Rd (Tesco)	113	32995	6	113	29008	6	113	29171	6	113	27858	6	113	29542	6
A67	A217, e of Reigate Rd (Tesco)	113	32995	6	113	29008	6	113	29171	6	113	27858	6	113	29542	6
A68	A217, entrance to Tesco	64	32995	6	64	29008	6	64	29171	6	64	27858	6	64	29542	6
A69	A2219 High Street, n of Northgate Rd	48	12880	2	48	14794	1	48	15148	1	48	16074	1	48	18869	1
A7	Gatwick Rd, s of Napier Way	48	52248	4	48	54628	3	48	54931	3	48	62610	4	48	64094	3
A70	A2219 High Street, n of Northgate Rd	48	12880	2	48	14794	1	48	15148	1	48	16074	1	48	18869	1
A71	A2219 High Street, Northgate Rd to Pegler Way	48	9312	2	48	11744	1	48	12249	1	48	13079	1	48	15753	1
A72	A2219 High Street, s of The Boulevard (1-way)	48	7598	1	48	9926	0	48	10106	0	48	10247	0	48	11630	0
A73	A2219 London Rd, Kilnmead to Ifield Avenue	48	24520	1	48	26087	1	48	27141	1	48	28670	1	48	31911	1
A74	A2219 London Road, Barnfield Rd to Tushmore Gyratory	48	22090	2	48	26900	1	48	27379	1	48	29422	1	48	30510	1
A75	A2219 London Road, Kilnmead to Barnfield Road	48	20228	2	48	25404	1	48	25939	1	48	27865	1	48	28967	1
A76	A2219 London Road, Kilnmead to Barnfield Road	48	20228	2	48	25404	1	48	25939	1	48	27865	1	48	28967	1
A77	A2219 London Road, Kilnmead to Barnfield Road	48	20228	2	48	25404	1	48	25939	1	48	27865	1	48	28967	1
A78	A2219 London Road, Kilnmead to Barnfield Road	48	20228	2	48	25404	1	48	25939	1	48	27865	1	48	28967	1
A79	A2219, High Street to Pegler Way (1-way)	48	8955	1	48	11617	1	48	11791	1	48	12091	1	48	13450	1
A8	Gatwick Rd, n of Napier Way	48	51568	4	48	54147	3	48	54449	3	48	62103	3	48	63509	3
A80	A2219, High Street to Pegler Way (1-way)	48	8955	1	48	11617	1	48	11791	1	48	12091	1	48	13450	1
A81	A2220 Copthorne Rd, e of B2036 Balcombe Rd	80	18240	2	80	17164	4	80	17376	4	80	21426	3	80	22256	3
A82	A2220 Copthorne Rd, e of B2036 Balcombe Rd	80	18240	2	80	17164	4	80	17376	4	80	21426	3	80	22256	3
A83	A23 Brighton Rd, s of Tilgate Dr	113	37090	2	113	34375	2	113	35625	2	113	35683	2	113	38996	2
A84	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	113	38847	2	113	36147	2	113	37361	2	113	37534	2	113	40827	2
A85	A23 Brighton Rd, Tilgate Dr to A2004 Southgate Ave	113	38847	2	113	36147	2	113	37361	2	113	37534	2	113	40827	2
A86	A23 Crawley Ave, Gossops Dr to Ifield Ave	80	40856	3	80	37655	3	80	38838	3	80	39969	3	80	41152	2
A87	A23 Crawley Ave, Gossops Dr to Ifield Ave	80	40856	3	80	37655	3	80	38838	3	80	39969	3	80	41152	2
A88	A23 Crawley Ave, Gossops Dr to Ifield Ave	80	40856	3	80	37655	3	80	38838	3	80	39969	3	80	41152	2

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A89	A23 Crawley Ave, Horsham Rd to Gossops Dr	113	41492	3	113	36423	3	113	35880	2	113	39165	2	113	39064	2
A9	Gatwick Rd, n of Napier Way	113	51568	4	113	54147	3	113	54449	3	113	62103	3	113	63509	3
A90	A23 Crawley Ave, Horsham Rd to Gossops Dr	80	41492	3	80	36423	3	80	35880	2	80	39165	2	80	39064	2
A91	A23 London Rd, nb from Tushmore Gyratory	64	19766	2	64	19958	2	64	21038	2	64	22178	2	64	23275	2
A92	A23 London Rd, sb to Tushmore Gyratory	64	19314	5	64	19471	4	64	19599	4	64	23024	3	64	24405	3
A93	A264 Horsham Rd, w of Sullivan Dr	80	61321	5	80	62830	4	80	63166	4	80	65017	4	80	66553	4
A94	A264, e of Faygate Lane	113	61321	5	113	51034	5	113	51549	5	113	52230	5	113	54185	5
A95	A264, e of new CWL	113	61321	5	113	51034	5	113	51549	5	113	52230	5	113	54185	5
A96	A264, Horsham Rd to Tollgate Hill	113	33846	5	113	28614	5	113	27984	5	113	29626	5	113	31038	5
A97	A264, Kilnwood Vale	113	61321	5	113	58466	5	113	58811	5	113	60465	5	113	61998	5
A98	A264, Tollgate Hill to M23 J11	113	25831	4	113	21379	2	113	21283	2	113	23359	2	113	24948	2
A99	A264, Tollgate Hill to M23 J11	113	45538	5	113	40834	5	113	40190	5	113	42399	5	113	44481	5
B1	Hyde Road, South Rusper Road	48	8745	0	48	8531	0	48	8533	0	48	9055	0	48	9154	0
B2	Rusper Road, South of Parham Road	48	4588	1	48	6172	1	48	4044	1	48	8177	1	48	5022	1
B3	Ifield Green	48	6644	1	48	10687	2	48	6786	1	48	13313	1	48	7603	1
B4	Crawley Avenue	80	34889	4	80	31840	3	80	32639	3	80	32950	3	80	33943	3
B5	Link Road, s of Charlwood Road	64	0	0	64	0	0	64	3229	1	64	0	0	64	13519	0
B6	Link Road, South Access	64	0	0	64	0	0	64	3229	1	64	0	0	64	9190	1
CR 105	London Road, n of A2011 roundabout (no 102)	113	39080	4	113	39429	3	113	40637	3	113	45201	3	113	47681	2
CR100	Horsham Road Level Crossing	97	13157	1	97	15020	1	97	15430	1	97	15747	1	97	16731	1
CR101	A2220 Horsham Road	97	47073	2	97	52893	2	97	52683	2	97	55995	2	97	55830	2
CR102	A23 Brighton Road, Pease Pottage Hill	113	37090	2	113	34375	2	113	35625	2	113	35683	2	113	38996	2
CR103	St Mary's Drive	48	8827	0	48	11770	1	48	11726	1	48	12446	1	48	12538	1
CR106	London Road (no 147)	113	32382	4	113	31976	3	113	33809	3	113	36320	3	113	38884	2
CR107	Rusper Road	48	11128	1	48	12596	0	48	8519	0	48	14860	0	48	9140	0
CR108/CR110	Station Way, Belgrave House	48	5609	1	48	7161	2	48	7384	2	48	7676	2	48	8443	1
CR109	Station Way	48	8410	1	48	9456	1	48	9663	1	48	10017	1	48	11006	1
CR111	Station Way, Taj car park (one way)	48	6292	1	48	7648	2	48	8069	2	48	8211	2	48	9415	1
CR4	Balcombe Road, close to Headley Close (not modelled)	64	18644	1	64	13947	1	64	14067	1	64	14645	1	64	14729	1
CR48	London Road, s of Lowfield Heath Roundabout	64	36104	4	64	37538	3	64	40281	3	64	40895	3	64	46594	3
CR49	Charlwood Road, airport boundary	97	16088	4	97	15636	3	97	14649	4	97	15580	4	97	16593	4
CR50	London Road, w of Gatwick Roundabout	80	39886	4	80	38345	4	80	37811	4	80	38594	3	80	40653	3
CR51-51, CA2	B2036 Balcombe Road, s of M23	64	8975	2	64	10776	2	64	10839	2	64	14197	4	64	14317	4
CR60	Peglar Way (one-way)	48	9229	1	48	12041	2	48	12727	2	48	13104	2	48	14727	2

Link Ref	Road	Existing Baseline 2025			2029 DMOY			2029 DSOY			2041 DMFY			2041 DSFY		
		Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV	Speed (kph)	Flow (18hr)	%HGV
CR62/CR69	A2011, w of Hazelwick Roundabout (Tinsley Close)	113	60515	4	113	53078	5	113	53818	5	113	58411	5	113	59642	5
CR64	A2004 Northgate Ave, s of Hazelwick Roundabout	64	23642	2	64	25009	4	64	25273	4	64	25196	4	64	28141	4
CR66	Crighton Road (rail crossing)	48	9836	2	48	12287	2	48	12670	2	48	12833	2	48	14131	2
CR74	Radford Road, Tinsley Green	64	17751	2	64	16219	3	64	16086	3	64	17932	3	64	18324	3
CR75	Steers Lane, s of Radford Road	64	7912	1	64	8037	2	64	8067	2	64	8747	2	64	8779	2
CR76/CR77	Hazelwick Avenue, s of Hazelwick Roundabout	64	32606	1	64	34780	1	64	34660	1	64	37463	1	64	38448	1
CR78	Slip road, M23 J10 to A2011 (Ferndown)	113	14541	2	113	17326	2	113	17204	2	113	16860	2	113	17043	2
CR79	A2011 Crawley Avenue, w of M23 J10 (St Hildas Close)	113	43526	6	113	49799	5	113	50127	5	113	55059	6	113	55670	6
CR80	M23 J10-J10A (Saxon Road)	113	117095	6	113	128100	6	113	128007	6	113	134321	6	113	135457	6
CR81	M23 J10A-J11 (Bolton Road)	113	54151	7	113	60298	7	113	60083	7	113	61931	7	113	62102	7
CR86	The Boulevard	48	12962	1	48	13092	1	48	13393	1	48	13951	1	48	14183	1
CR87	The Broadway	48	2677	0	48	2334	0	48	2334	0	48	2436	0	48	2436	0
CR88	Crawley Avenue (Filbert Crescent)	80	40855	3	80	37655	3	80	38838	3	80	39969	3	80	41152	2
CR89	A2011, w of London Road (Dalewood Gardens	113	22995	3	113	24573	2	113	25549	2	113	27992	2	113	29937	2
CR91	Hazelwick Avenue, n of Haslett Avenue	64	23236	1	64	24206	1	64	24160	1	64	26647	1	64	26842	1
CR94	Haslett Avenue (Station Hill)	48	40205	1	48	47742	1	48	47823	1	48	50787	1	48	51134	1
CR95	Haslett Avenue	48	36162	1	48	42899	1	48	43010	1	48	45953	1	48	46304	1
CR96	Worth Park Avenue (junior school)	48	19975	1	48	22033	1	48	22189	1	48	24150	1	48	24469	1
CR97	Haslett Avenue (Daisy Chain)	48	34900	1	48	37452	1	48	37662	1	48	39087	1	48	39726	1
CR98	Gatwick Road	48	18055	4	48	19991	3	48	20410	3	48	21243	3	48	21781	3
CR99	Weald Drive (Furnace Farm Road)	48	1508	0	48	1858	0	48	1911	0	48	1928	0	48	2045	0